

Refuelling Questionnaire

Responses to the enquiries herein may generate further questions

If insufficient space is provided, please identify and attach separate sheet(s)

Name	Ceylon Petroleum Corporation
Address	Manager (Procurement & Stores) 1 st Floor, No. 609, Dr. Danister De Silva Mawatha, Colombo 09.
Contact Name	Manager (Procurement & Stores)
Telephone Number	011-7296330
Facsimile Number	011-2106769
Email	mgr.procurement@ceypetco.gov.lk
Sum Insured currently purchased/seeking	USD 1000 Million

Names / locations of airports serviced	<ol style="list-style-type: none"> 1. Bandaranaike International Airport (CMB) at Katunayake, Sri Lanka. 2. Mattala Rajapakse International Airport (HRI) at Hambantota, Sri Lanka. 3. Colombo International Airport at Ratmalana (RML), Sri Lanka. 4. Jaffna International Airport (JAF) at Palali, Sri Lanka. 5. Batticaloa International Airport (BTC) at Batticaloa, Sri Lanka.
How many of your personnel work airside at each location?	<p>CMB - 120 HRI - 20 RML - 6 JAF at Palali- 3 BTC at Baticalooa – 0 (Up to now)</p>
For how long have you been undertaking refuelling operations?	Since year 1972
Who are your main fuel suppliers?	Three-quarters (3/4) of the Jet A-1 requirement is supplied by the CPC Refinery at Sapugaskanda, while the balance is imported. AVGAS is totally imported.
Who are your five main customers?	<ol style="list-style-type: none"> 1. Srilankan Airlines Ltd. 2. Aviation Service Management 3. Turkish Airlines 4. ENOC 5. Qatar Airways <p>Etc.</p>
What type of aircraft do you refuel?	All types of aircraft such as wide body aircraft, narrow body aircraft, helicopters etc.

How many aircraft do you refuel annually split into	CPC generally refuels all aircraft operating to the above-mentioned airports, as the sole Jet A-1 fuel provider in Sri Lanka. On average, CPC refuels approximately 100 aircraft per day.
Wide body	
Narrow body	
General aviation	
Rotor wing civil	Tentatively,
Military	Wide body (40%) of total Aircrafts Narrow body (60%) of total Aircrafts
Do you refine fuel and refuel aircraft, or refuel aircraft only?	CPC refines Jet fuel at the Sapugaskanda Refinery, and the CPC Aviation Function carries out aircraft refuelling operations.
What is your estimated gallonage / literate for:-	Please refer the Annexure "H" of the Bidding Document.
The next 12 months	
Refined	3/4 of total Quantity tentatively
Refuelled	1/4 of total Quantity tentatively
Avgas	227,000 Liters
Jet Fuel	
The last 12 months	Please refer the Annexure "H" of the Bidding Document.
Refined	
Refuelled	
Avgas	148,200 Liters
Jet Fuel	
What percentage, if any, is in or supplied to the United States / US carriers	No scheduled flights. But fuel supplied for charter flights previously.
Where is the fuel:-	At storage tanks at CPC Aviation fuel farms in Airports. At JAF – Jet fuel store at a Refueler / Road Bridger.
stored?	
collected from?	CPC registered reputed fuel suppliers
Who is responsible for fuel storage?	CPC
Do other fuelling companies use the same storage facility?	No
What is the contractual relationship between the parties using / managing the storage facility?	Not Relevant

<p>By what method is refuelling carried out / delivered to aircraft (underground / hydrant / bowser / specify if other)?</p>	<p>Basically, refueling is carried out using following three (03) methods.</p> <ul style="list-style-type: none"> i. Hydrant Refueling: Using underground pressurized fuel hydrant pipeline system and hydrant dispensers ii. Refueller Refueling: Using a special vehicle which consists of a tanker connected with refueling module iii. Drum refueling (AVGAS)
<p>Is any fuel supplied by: - self-service (credit card sales)?</p>	<p>No</p>
<p>over the counter sales?</p>	<p>Yes</p>
<p>If refuelling is carried out by tanker how many are operated at each location (within airport confine only)?</p> <p>Is any distinction made to trucks carrying different fuels</p> <p>How frequently are such vehicles operated?</p>	<p>CMB- Hydrant Dispenser-15 Nos. Refueller – 05 Nos. Pit cleaner – 01 No. Bowser – 01 No. Road Bridger -05 Nos.</p> <p>HRI – Hydrant Dispenser-01 No, Refueller – 01 No, Maintenance Bowser – 01 No, Road Bridger – 02 Nos.</p> <p>RML- Refueller – 01 No,</p> <p>JAF – Refueller – 01 No.</p>

<p>If you operate any other vehicles airside / at the airport(s) specify what type, for what purpose and how many for each location.</p> <p>How frequently are such vehicles operated?</p>	<p>CMB-</p> <p>Double cab – 02 Nos,</p> <p>Van – 02 Nos.</p> <p>HRI –</p> <p>Double cab – 01 Nos,</p> <p>RML- Double cab – 01 Nos,</p> <p>JAF – Double cab – 01 Nos,</p> <p>Daily for CPC refueling crew transportation</p>
<p>Advise of any other equipment used in support of your refuelling operations.</p>	<p>No.</p>
<p>Describe your quality assurance programme for both refining and refuelling including checks undertaken during the refining process. Is the same equipment used for the manufacture of all types of fuel?</p>	<p>Quality of fuel supplying to aircraft has been ensured through stringent quality control & quality assurance procedure laid down by Joint Inspection Group (JIG), International Air Transport Association (IATA) and Defense Standards (DEF STAN 91-091 issue 18). Regular audits have been carried out annually by JIG, IATA as well as airlines to verify maintaining quality control & quality assurance procedure. Further aviation fueling is a highly dynamic field and CPC has been making sure incorporating each and every industry updates recommended by JIG with the consultation of Technical Service Provider</p>
<p>If you have any contracts with dealers what checks are made on their equipment and procedures?</p> <p>Who undertakes such checks?</p> <p>How do you ensure that the latest technological systems are being used?</p>	<p>Not applicable since that, No dealers.</p>
<p>Is recurrency training of employees undertaken, by whom and is there a procedures manual?</p>	<p>Yes. Recurrent training is conducted by the nominated training officer in accordance with the procedure manual.</p>

Advise what building(s) you occupy in support of your refuelling operation and if they are owned or leased.	All buildings at CPC Aviation Fuel farms such as Administration Building, Garage, Rest Rooms, Stores Generator Room, Workshop and Hydrant Dispenser parking etc.
What is your refuelling revenue for the last 12 months? the next 12 months?	Refer Annexure "H" in Bidding Document and Refer "Annual Report" in CPC website
If you have any other revenue sources please advise the revenue from each as above	Same as above.

SECURITY

What security arrangements / procedures are in place at each airport relating to your refuelling operations in the protection of persons and property?	All CPC refuelling terminals are located within the high-security zones of the airports. Necessary airport access permits are maintained for permanent staff, while temporary passes are issued by the airport authorities for visitors as and when required.
Who is responsible for such security? If not yourselves what control do you have over security arrangements?	Security at the airports is provided by AASL and the SLAF, while internal security within CPC terminals is managed by CPC.
Describe your staff vetting procedures	Staff vetting at airport entry points is primarily handled by AASL and the SLAF, including baggage screening and body checks. Vetting at CPC terminal entry gates is managed by CPC.

CONTRACTUAL

Do you (endeavour to) adhere to standards terms of business with supplies / customers? Provide copy	CPC follow Joint Inspection Group standards for Aviation fuel operations
What is your contractual relationship with your five main customers / suppliers in terms of liability / indemnity / insurance?	We have signed "Fuel Supply Agreement" with all customers
Do you sub-contract any work? If yes provide details including the contractual basis in terms of liability / indemnity / insurance	No

<p>Are there any other parties with whom you enter into contracts containing liability / indemnity / insurance provisions? If so provide details of the contract party and the contract terms.</p>	<p>Yes, CPC Aviation has contract customers who subcontract with airlines. We provide fuel to these airlines on the account of the contract customers, following the formal nominations they provide to us.</p>
<p>Is refuelling carried out under the Tarbox agreement?</p>	<p>No</p>
<p>If you refuel military aircraft what is the contractual basis?</p>	<p>They are managed primarily by the contract customers mentioned above. CPC also handles spot customers without standing agreements, provided the insurer is liable for any claims arising from an incident</p>

CLAIMS

<p>Arising from your aircraft refuelling operations Provide details of any accidents / losses, or claims made against you for the last five years arising from the operations described above (insured or otherwise) including amounts(s) (being) claimed and the claimant(s).</p>	<p>No claim history</p>
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Duty to Disclose Material Information

Material Information is information that would influence an insurer in deciding whether a risk is acceptable and, if so, the premium, terms and conditions to be applied. Failure to disclose such information could result in the policy being rendered void so that claims would not be paid.

The duty of disclosure is re-imposed when there are changes or variations in cover and when the policy is renewed or extended. In addition, changes which substantially increase the risk, or relate to compliance with a warranty or condition in the policy must be notified at once.

To ensure that cover is not prejudiced, please refer to JLT if there is any doubt as to what information needs to be disclosed.

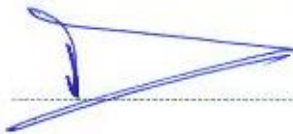
Declaration

I hereby declare that to the best of my knowledge and belief, the particulars and answers herein are true and correct and that I have not knowingly withheld any information which would influence the decision of the underwriters in regard to this proposal.

Name:

Mr. B. A. S. Wasekara

Signature:



Date:

23/04/2026