LITRO GAS

150 YEARS

litrogas.com

28th April 2025

To All Concerned Suppliers & Intrested Parties,

Dear Sir/Madam,

INVITATION TO PARTICIPATE IN THE UPCOMING LPG PROCUREMENT PROCESS – 2026

Litro Gas Lanka Ltd (Litro) was established in November 2010 as a government-owned company engaged in the importation, storage, filling, marketing, and distribution of Liquefied Petroleum Gas (LPG) across Sri Lanka. Since November 2018, Litro has operated under the purview of the Ministry of Finance, Planning and Economic Developement.

As the largest LPG supplier in the country, Litro holds a 78% market share of Sri Lanka's LPG user market. The company sources LPG from the international market at the Contract Price (CP), which is based on the Saudi Aramco Price Index. Litro procures LPG from global suppliers through an annual contract. The procurement process for the year 2026 is planned to commence in June 2025 through an International Competitive Bidding (ICB) process. The estimated annual requirement is approximately 350,000 metric tons.

Our storage facility at Kerawalapitiya, Colombo has a capacity of 8,000 metric tons. LPG is discharged at a Central Buoy Mooring (CBM), located 7 km offshore from Kerawalapitiya. Due to the vessel size limitations at the CBM (ships with a maximum capacity of 4,000 MT), the maximum storage capacity at any given time is equivalent to about two and a half days of supply.

Litro purchase LP Gas from the Global suppliers, through an annual contract. The procurement process for the year 2026 will plan to commenced on month of June 2025 thorugh International Cometitive Bidding Process. The annual requirement approximately 350,000 Metric Tons and there is 8000MT storage capacity at Kerawalapitiya, Colombo. The LPG should discharge at a Central Buoy Mooring (CBM) which is located 7km from the Kerawalapitiya. Since the ship sizes that can be berth in the Central Buoy Mooring (CBM) of the Company is less than 4000MT, as at any given time the maximum storage that the Company can hold is the requirement for two and half days.

We hereby invite and encourage your company to participate in the upcoming bidding process to supply LPG to Litro. Please find attached the LPG specifications and CBM details for your reference. The bid invitation will be published in national newspapers, on our official website, and will also be communicated via embassies and the Ministry of Foreign Affairs.

Your active participation in the upcoming LPG procurement process is highly appreciated. For further inquiries, please contact me at (ceo@litrogas.com) or the Director of Procurement at (terrence.appuhamy@litrogas.com.)
Thank you.
Yours Faithfully
LITRO GAS LANKA LIMITED

M K GARUSINGHE
CHIEF EXECUTIVE OFFICER

Mahendra Garusinghe
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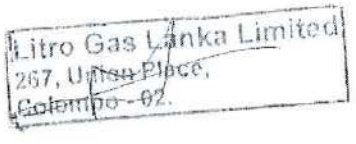
Colombo 02.

	LITRO GAS LANKA LIMITED SPECIFICATION FOR LIQUEFIED POETROLEUM GAS LPG (AS PROPANE ,BUTANE MIXTURE)			
#	Properties	Unit	Requirement	Test Method
1	Vapor Pressure, gauge @ 37.8 Deg.C	kPa	414 - 600(a)	SLS ASTM D1267 or SLS ASTM D2598 or SLS ASTM D6897
2	C2 hydrocarbons	% vol	0.5 Max	SLS ASTM D2163
3	C3 Propane,	% vol	24 (+/- 4)	
4	C4 Butane	% vol	76 (+/- 4)	
5	C5 and higher hydrocarbons	% vol	2.0 Max	
6	Dines content, max.	% vol	0.5	
7	Alkynes content, max.	% vol	0.5	
8	Volatile residue, evaporated temperature, 95% max.	Deg. C	2.0'	SLS ASTM D 2158
9	Residue on evaporation 100ml, max,	ml	0.05	
10	Oil stain observation	-	pass	
11	Relative Density at (15.6 Deg.C)	-	0.553 - 0.569	SLS ASTM D1657 or SLS ASTM D2598
12	Corrosion, Copper Strip, 2h at 37.8 deg C, max.	-	Class 1	SLS ASTM D 1838
13	Sulphur, max.	ppm	50	SLS ASTM D6667 or SLS ASTM D3246
14	Hydrogen sulphide	-	pass the test	SLS ASTM D2420
15	Free Water Content	-	None	Visual Inspection
16	Odour, min (vapor phase)	ppm	14 for ethanethiol (ethyl mercaptan)	SLS ASTM D5305
17	MON (Motor Octane Number)	-	89 min.	SLS ASTM D-2598
18	dimethyl ether (DME)	-	Nil	
	(a) Calculated as per SLS ASTM D 2598			



1. CBM Requirement

1. General

The Kerawalapitiya Terminal is owned and operated by Litro Gas Terminal Lanka (Pvt) Limited, Sri Lanka. The Terminal consists of 4 x 2000 mt spherical tanks. The CBM is situated in position 0070 01' North 0790 50' East. Shore storage tanks are linked to the Conventional Buoy Mooring via a 10" subsea pipeline.

2. Description of the Berth

The berth is a conventional buoy mooring designed for the import of Liquefied Petroleum Gas (LPG) for vessels with a capacity of min. 5000 M3 up to 20,000 M3. The CBM is situated 3.5Km offshore within a restricted area, in which both fishing and anchoring are prohibited. The berth comprises of 4 mooring buoys. Due to the configuration of the CBM and required approach to the CBM, berthing shall be portside.

The discharge hose comprises 9 x 10 meter hoses of 6" diameter. The hose string is fitted with a quick release coupling, a hose end valve and a breakaway coupling on the seabed, as well as with support chains to assist connecting to the ship manifold. The subsea pipeline is positioned to the South East of the CBM. It is of 10" diameter and a total length of approximately 5.5 kms.

3. Pilotage

Pilotage is compulsory for all vessels arriving at the CBM. Litro appointed Marine agent will provide all marine offshore services including pilotage. The pilot and loading master together with the independent cargo inspector will board the vessels in position approximately 1 mile North West of the berth and all will remain on board throughout the vessel's stay at the berth.

4. Prohibited Area and off lying Dangers

The CBM and subsea pipeline are in a restricted area. This is marked on all navigational charts, and prohibits anchoring and bottom fishing within the area.

The berth is situated approximately 0.5 miles to seaward of a shallow reef. There is a further reef approximately 1 mile to the South of the berth with depths of approximately 7 meters. There is a submerged wreck marked with a buoy, approximately 1 mile to the North of the berth with a shallow patch of 8 meters depth approximately 0.5 miles inshore of the wreck.

5. Vapor Return

There is no vapor return between the shore and the Conventional Buoy Mooring.

6. Hose Clearance

On completion of cargo discharge, the vessel will be required to pump gas to clear the flexible hose of liquid LPG, prior to disconnection of the hose.

7. Weather

The principal weather patterns in Sri Lanka are the South West and the North East Monsoon periods.

The berth is exposed to the South West Monsoon - May to September - and during this period wind speed, swell and wave height in excess of the safe operating parameters of the berth can be expected.

The orientation of the buoy pattern is towards the South West.

During the period of the North East monsoon - November to December - the seas may be experienced on the beam, but excessive height is rarely experienced. The wind is from a Northerly direction and berthing may be delayed at times.

A 'Wave Staff' is located in the CBM. This serves as a visual indication of wave height. Please note that this will indicate the 'maximum' wave height. The following wave height parameters are the 'significant' wave height, which is approximately 60% of the maximum height.

8. Currents

The area is not subjected to strong currents. The predominant current is Northerly.

9. Vessel Agents

The agent may board the vessel before the discharge of LPG commences to offer standard agency services associated with customs, immigration, crew relief, stores and supplies and any other requirement the vessel may have.

10. Other Facilities

There are maintenance facilities in the port of Colombo. The vessel where necessary should make arrangements for repairs through the local agent. Please note main engine immobilization and boats alongside whilst discharging cargo is not permitted. Tank cleaning, purging, or inserting is not allowed at the CBM. There are no bilge water reception facilities on the berth. Fresh Water is not available in the berth. Emergency medical treatment can be arranged through the vessel agent.

11. Draft for Berthing /Un-berthing

For safety of navigation, all vessels are to maintain positive draft forward and propeller more than 90% immersed when berthing or un-berthing.

12. Vessel Size/Parameters

The Berth is designed to accommodate LPG vessels with the following parameters:

- Minimum LOA = 75 meters
- Maximum LOA = 140 meters
- Max. Breadth =25meters

- Maximum Salt Water Draft on Arrival = 7.0 meters
- Minimum vessel size = 5,000 M3
- Maximum vessel size = 20,000 M3
- Ship to present liquid manifold with 6 inch / ANSI 300 flange limited to single reducer connection; hose connection to be done by ship's crew under supervision of loading master or pilot.
- Minimum manifold discharge pressure of 16 bar (without vapor return) and minimum pumping capacity of 350 Cubic Meters of LPG.
- Minimum Safe Working Load of Port Side manifold crane at (Centre manifold)
- Hose Handling center crane SWL =4 Mts.
- Minimum Height of center crane hook above liquid manifold =8meters.
- Minimum outreach from shipside abreast liquid manifold =3 meters
- Number of Mooring winches Fwd. 02 & Aft 02 (Double drum type with min. of 22.5 MT break holding capacity)
- Number and length of Mooring ropes (floating type) - 16 x 220m
- Min. rope breaking strength for vessel up to 3900MT – 56 MT
- Min. rope breaking strength for vessel above 3900MT – 60 MT
- Shipside top rail diameter adjacent to liquid manifold - 10.3cm
- Ability to use both anchors for mooring operation
- Ability to maintain cargo / ballast equivalent to at least 25% summer dead weight throughout discharge consistent with safe seagoing condition.
- Port side berthing only.

13. Deck Watch

The vessel is to maintain a deck watch throughout the vessels stays at the CBM. The crewmembers are to maintain a continuous watch on the hose connections, and on the mooring ropes. Grease may be required on the ropes to reduce chafing in the fairlead. The pilot is to be informed immediately of chafe to the mooring ropes or damage to the hoses

14. Fire Fighting Equipment

Firefighting equipment, fire hoses and extinguishers are to be positioned near the ship manifold. Fire main systems should be pressurized, or be capable of being pressurized at short notice.

15. Daylight Berthing

Berthing will only take place during the hours of daylight (0600 hrs. – 1600 hrs)