



THEOMNIVOLT



BITUMEN

Penetration / Viscosity Grade



Incoterms
2020 by the International Chamber of Commerce (ICC)



“THEOMNIVOLT” *Where Power Meets The Potential*



Our Trajectory

VISION

To emerge as a distinguished leader in the marine, mining and commodity sector by consistently exceeding expectations and upholding our commitments.

MISSION

Enriching the future by facilitating sustained and efficient distribution of marine, mining and commodity products and services, making a lasting impact.

SOCIAL RESPONSIBILITY

- ◆ Prioritizing safe, clean, and healthy environments.
- ◆ Complying with environmental regulations.
- ◆ Contributing positively to society and sustainability.

STRATEGIC APPROACH

- ◆ Strategically procure and ensure services / supplies for clients.
- ◆ Diversify supply routes to mitigate single-source risks.
- ◆ Utilize facilities for income generation.
- ◆ Maintain uninterrupted supply to the market.
- ◆ Foster global and regional partnerships in the industry.



TEAMWORK

- ◆ Respectful communication and collaboration are our foundations.
- ◆ We value individual contributions within a cohesive team.
- ◆ Embracing diverse perspectives to drive innovation.
- ◆ A culture anchored in integrity, respect, and teamwork.

COMMERCIAL EXCELLENCE

- ◆ Fostering a profit-driven, efficient business mindset.
- ◆ Implementing best practices for optimal performance.

TRUSTED PARTNER

- ◆ Building strong relationships with stakeholders.
- ◆ Promoting collaboration and mutual trust.
- ◆ Aligning with governments, partners, customers, and communities.



Various Types of Bitumen Courses in Road Construction



The surface course, base course, and sub base course are the three main tiers. Tack coat, binder course, and prime coat are the sub layers that are positioned between the major layers to bind them together. To shield the surface course from harm, protective Bitumen are also utilized.

Binder Course

Between the base course and the surface course is a binder course.

It stops the surface from shifting and moving.

Bitumen and coarse particles make up Binder Course's hot Bitumen.

Due of the coarse stones, binder course Bitumen cannot be used for road and street surfaces. It contains less bitumen than surface course Bitumen does.

The surface course, whose Bitumen contains significantly finer aggregates, should be applied over this layer.

The hot Bitumen of the binder course can be made with various degrees of pure bitumen.

Different Types of Bitumen in Binder Course Hot Asphalt	
Penetration Grade	Viscosity Grade
30/40	VG 10
40/50	VG 20
60/70	VG 30
80/100	VG 40
120/150	

Prime Coat

The surface of the base course is sandy. It is better to pour a thin layer of liquid bitumen on this surface before Bitumening it. This thin layer of liquid bitumen is called a prime coat.

Applying prime coat has several advantages:

- It seals the surface of base course
- It penetrates the pores of the base course. This causes that Bitumen adheres better to the base course

Different Types of Bitumen in Prime Coat	
Cut Back	Emulsion
SC 70, SC 250	All Grades of Cationic and Anionic Emulsion Bitumen
RC 70, RC 250	
MC 30, MC 70, MC 250	

Base Course

The base course has a sandy surface. Before paving over this surface, it is preferable to pour a thin layer of liquid bitumen upon it. Known as a prime coat, this liquid bitumen covering is thin.

Applying prime coat gives the following benefits:

- It seals the base course's surface.
- It gets inside the base course's pores. Bitumen sticks to the base course more effectively as a result.



BITUMEN Courses



1 Surface Course

This layer, which is the final one to be built before road markings, is directly exposed to traffic.

Hot Asphalt

Penetration Grade: 60/70, 40/50, 80/100, 120/150, 200/300

Cold Asphalt

Cut Back Bitumen: RC 70, RC 250, RC 800, RC 3000
SC 250, SC 800, SC 3000
MC 70, MC 250, MC 800, MC 3000

Bitumen Emulsion: All grades of Anionic and Cationic bitumen emulsion

+ Tack Coat

The tack coat, which separates the two asphalt layers, is a thin coating of liquid bitumen.

Cut Back Bitumen: MC 30 Bitumen Emulsion: CRS-1 and CRS-2

2 Binder Course

In order to transfer the load to the base course, the binder course is positioned between the surface course and base course.

Viscosity Grade: VG 10, VG 20, VG 30, VG 40

Penetration Grade: 30/40, 40/50, 60/70, 80/100, 120/150

+ Prime Coat

In order to ensure adhesion between the base course and asphaltic course, prime coat is intended to harden the surface of base course.

Cut Back Bitumen: MC 30, SC 70, MC 70, RC 70, SC 250, MC 250, RC 250

Bitumen Emulsion: All grades of Anionic and Cationic bitumen emulsion

3 Base Course

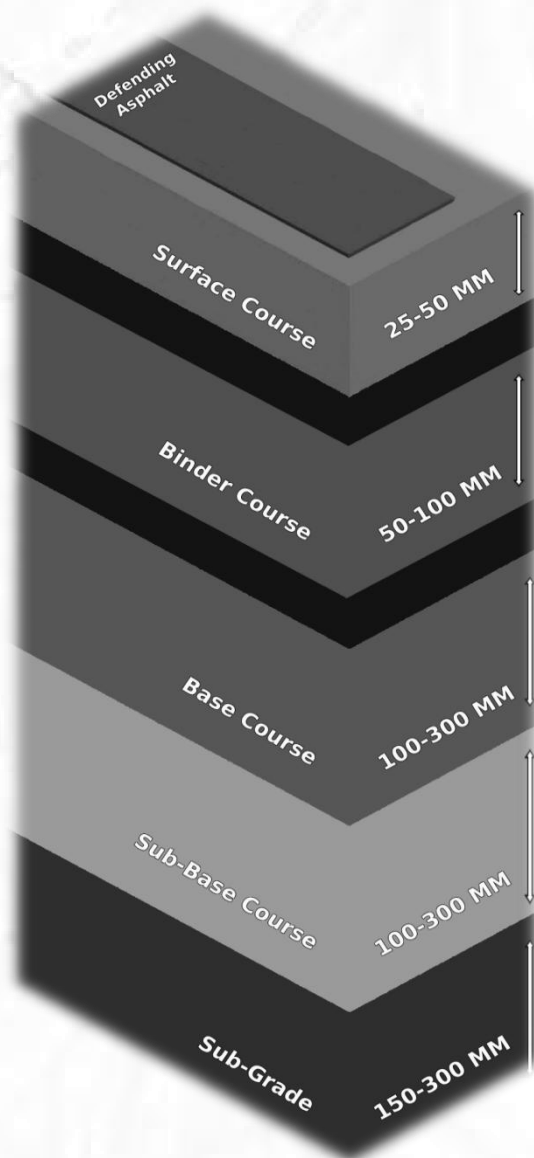
The sub-base course and sub-grade layer receive loads from the above layers through this layer. It is built with strong and resilient aggregates.

4 Sub-Base Course

The layer of aggregate known as the sub-base is located beneath the base course and is often made up of crushed stone or gravel.

5 Sub-Grade

Sub-grade is the area of the ground covered by the base, sub-base, and asphalt layers. This layer must be extremely durable.



Sub Base Course

On the prepared bed pavement, the sub base course is often the first layer to be applied.

It typically includes alluvial fans, mined rocks, and sediments from riverbeds.

We can use chemicals, bitumen, and cement to stabilize the subbase soil.

Good granulation is required in the materials we employ for the sub base layer.

Fine particles from the subgrade layer cannot enter the subbase layer if the granulation is done properly.

Sub Grade

The area of the ground known as the sub grade is where the base course, sub-base course, and Bitumen layers are laid. This layer must be extremely durable.

The subgrade needs to be strong enough to withstand the loads that the pavement transfers.

A good sub grade is one that can support loads for an extended period without bending or breaking.





Protective Bitumen

In the construction of roads, protective Bitumen is typically employed as a temporary layer. It is not the primary part of the highway.

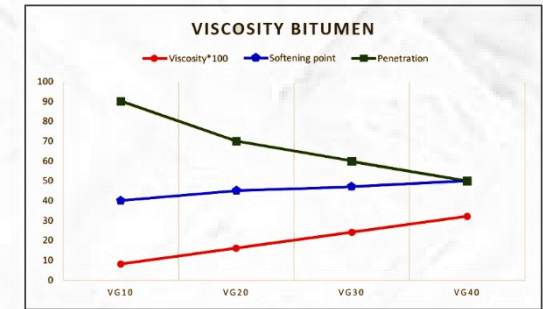
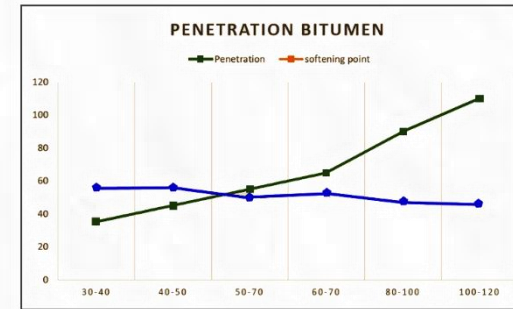
These layers are primarily employed to seal the Bitumen and stop the surface course from eroding.

The hot Bitumen must be used on protective Bitumen after three to five years. Because beyond this time the protective Bitumen's life expires and the primary layer of Bitumen may sustain long-term harm.

The primary benefit of protective Bitumen is their affordability. because liquid bitumen, which costs less than other types of bitumen, is the principal ingredient in these Bitumens.

Various Forms of Protective Bitumen, such as:

- Seal Coat
- Slurry Seal
- Chip Seal
- Micro Surfacing
- Fog Seal



There are many grades of Cut Back Bitumen and Emulsion Bitumen utilized in each of these Protective Bitumens.

Seal Coat

A low-thickness protective Bitumen known as a seal coat is used to increase road tensile strength, shield the surface from damage, and make it water-resistant.

The emulsion bitumen types CSS-1, SS-1h, SS-I, and CSS-1 h can all be used for seal coating.

Slurry Seal

Bitumen pavements are maintained via slurry sealing, which lessens the harm done by bitumen oxidation.

Bitumen emulsion and cutbacks are the right form of bitumen for this kind of road maintenance. Slurry sealing can be done with SS-1, SS-h1, CSS-1, CSS-1h, and CQS-1h.





Chip Seal

The major goal of placing a chip seal on an Bitumen surface is to shield the pavement from weather-related harm, such as heat and humidity from he sun. An emulsion with a rapid setting time that contains a CRS-2, RS-2, HFRS-2, and PMB is the best bitumen for chip sealing.

Micro Surfacing

We can utilize polymer modified bitumen emulsion in micro surfacing protective Bitumen. We use SBS or poly bitex, two brand-new bitumen additives, in this sort of Bitumen.

Fog Seal

Fog seal is a layer of Bitumen emulsion that guards against oxidation on roads and street surfaces. By adhering to the road surface as it dries and producing a durable coating, this kind of protective Bitumen lengthens the lifespan of pavements.

How Much Bitumen is Used to Build Roads?

The width of the road and the thickness of the Bitumen both influence how much bitumen is used in the road surface. But in general, for Bitumen with a thickness of 6 cm, the amount of bitumen per square meter is around 7 kg.

Why is bitumen used in the building of roads?

Bitumen is a powerful adhesive that can be used as glue to connect all of the hard aggregates. This material can withstand water and humidity well and has a high waterproofing characteristic.

How many layers of bitumen are there?

The surface course, tack coat, binder course, prime coat, base course, sub base course, and sub grade are among the bitumen road's seven layers. We provided a quick overview of the various bitumen grades available for use in road construction in this paper.



Various Types of Packaging for Bitumen Export

Various Types of Packaging for Bitumen Export

Given that bitumen is an extremely viscous liquid, packaging is crucial when taking into account aspects like cost, environment, storage, and shipping. The bitumen packaging is divided into three categories: bulk, jumbo bags, and new steel drums. The optimum type of packaging is selected based on the customer's requirements, bitumen volume, and bitumen weight. We cordially encourage you to watch our in-depth video about bitumen packages and read this article to learn more about these packages.

Drums for Packaging Bitumen

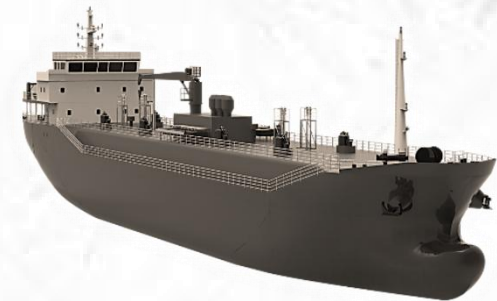
Due of its security and dependable quality, the drum is the most popular bitumen packing. It varies based on the amount of bitumen, the height, the thickness, and the lid. The drum's body is 6 mm thick. Liquids and pasty materials like bitumen are transported and packaged in these steel containers. Steel is more expensive than plastic, therefore even if new steel drums are favored for bulk commerce, they are still more expensive when compared to jumbo bags.

The following are four different types of drums and their specifications:

Bitumen Drums Specifications				
Specification	Short Steel Drum 150 Kg	Steel Drum – Big Lid 156 Kg	Long Steel Drum 180 kg	Long Steel Drum 200 Kg
Top/Base thickness (mm)	6	6	6	6
Net weight (kg) ± 2.5	150	156	182	210
Gross weight (kg) ±2.5	158	164	192	220
Empty drum weight ±1	8.5	8.5	9.5	10
Material	Cold Rolled Steel	Cold Rolled Steel	Cold Rolled Steel	Cold Rolled Steel
Height (mm)	860	890	980	980
Diameter (mm)	500	500	500	500
Colour	Black	Black	Black	Black
Lid	11	17	11	11
Workmanship	When loaded with hot bitumen, these types of drums are impervious to leaks.	It has a high resistance to leakage	The provided drums will be well-made and suitably leak-proof when loaded with hot bitumen.	Anti-leak and resistant



Jumbo Bag



Bitumen Carrier



Steel Drum

Packing of Bitumen in Jumbo Bags

Jumbo bags, also known as bitu-plast, bitu-bag, polybag, and poly cube, are enormous, flexible multi-layer bags. One of the greatest varieties of bitumen packaging is this high-quality, resistant poly-alkene bag type. It has become very popular in sectors due to its affordable pricing and simplicity of use. Recently, bitumen exporters have switched from using steel drums to jumbo bags. Jumbo bags, as opposed to drums, reduce bitumen waste by 3–4%. When emptying the drum, the bitumen must be heated, but with jumbo bags, it is sufficient to rip the outer layer and place the inner layer of the giant bag in the molten furnace.

Bulk Packaging (Bitumen Carrier) of Bitumen

Bitumen trucks are necessary in bulk trade to transport the cargo from the refinery to the bitumen tanker at the port. Another bitumen truck will pick up the cargo at the destination and transport it to the construction site or certain bitumen warehouses. This style of packaging is less expensive than others; nonetheless, exchange rate swings, loading time, and bulk capacity all have an impact on the cost. In general, it is inexpensive.

Bitumen Packing Costs: A Comparison in General

When comparing the price of bitumen packaging, we take into account that, depending on how it will be transported, the price of bulk bitumen may be very expensive. For instance, it requires a particular kind of tanker, vessel, and vehicle to transport it from its origin to its destination. It is expensive to maintain at the destination and has a high operational cost. Because it is unpacked, bulk bitumen has the least expensive overall bitumen packing out of all of them, but its transportation and storage costs may be higher.

Jumbo Bags and New Steel Drums are more cost-effective since they can be transported by regular trucks, and they can be stored for much less money than bulk bitumen because any regular storage facility can accommodate them. It's best to be aware that new steel drums can cost a little more than jumbo bags because steel is more expensive than plastic.

Bitumen Packaging's Environmental Impact (Bulk Bitumen, Jumbo Bag, New Steel Drum)

When heated, bulk bitumen produces a significant amount of carbon, a greenhouse gas. Because they feel that the bitumen remnant in the drums can contaminate the environment, several nations, like Australia, forbid the importation of bitumen in fresh steel drums. What about large bags, though?

Fortunately, this multi-layer bitumen bag packaging method is eco-friendly. The exterior layer is recyclable, whereas the interior layer is entirely consumable.



Comparison of Different Bitumen Packings

In general, we have defined each of these packaging. The following table compares each of these packaging based on the many factors:

Bitumen Packages			
Bulk shipment(bulk vessel)	Bitumen Carrier	Jumbo Bag	Drum
Advantages	Simple and quick decanting	Small weight	Quality of bitumen is unaffected.
		Simple loading	An appropriate size and dimension.
		Moisture protected	High level of UV protection.
		Low space consumption	Simple to fit inside containers.
Applications	It is excellent for high-volume, loose cargoes.	Chemicals and petroleum products	Putting various liquids and pasty solids in packaging
		industrial construction	
		Food businesses	
Cost	Since it is not packaged, bulk bitumen has the least expensive packaging, but its transportation and storage may be more expensive. Cost-effectiveness is a given.	Effective in terms of cost	Effective in terms of cost
Wastage	It has a direct loss within the ship.	All carried cargo is consumed in full	3-5% of bitumen remain unutilized
Environmental impact	Substantial emissions of greenhouse gases	Effective in terms of cost	It can crack or leak, causing harm.
		Friendly to environment	
		100% of the interior lining is consumable	
Advantages	Trace of Carbon	Technology with multiple layers prevents leaks	It may leak and get damage or break



Bitutainer | Tank Container

BITUTAINERS

Bulk bitumen is transported straight to customer sites from the depot using Bitutainers. All Bitutainers have complete insulation and heating systems.

These Bitutainers have 30% greater capacity than regular tank containers.

The storage and transportation of bitumen, bitumen emulsions, PMBs, and heavy fuel oils are all suited for this container.

In addition to the bitumen packing options mentioned above, there are also Bituplast, and Poly Cube.



Bitumen Penetration Grade 30/40 Specifications

Specification	Test Method	Unit	Min.	Max.
Specific Gravity at 25 °C	ASTM D70	kg/m ³	1.01	1.05
Penetration at 25 °C, 100g, 5s	ASTM D5	0.1mm	30	40
Softening Point	ASTM D36	°C	51	60
Ductility at 25 °C	ASTM D113	Cm	100	–
Loss on Heating	ASTM D6	%WT	–	0.5
Drop in Penetration after Heating	ASTM D5	%	–	20
Flash Point	ASTM D92	°C	250	–
Solubility in Trichloroethylene	ASTM D2042	%WT	99.5	–

Bitumen Penetration Grade 40/50 Specifications

Specification	Test Method	Unit	Min.	Max.
Specific Gravity at 25 °C	ASTM D70	kg/m ³	1.01	1.05
Penetration at 25 °C, 100g, 5s	ASTM D5	0.1mm	40	50
Softening Point	ASTM D36	°C	52	60
Ductility at 25 °C	ASTM D113	Cm	100	–
Loss on Heating	ASTM D6	%WT	–	0.5
Drop in Penetration after Heating	ASTM D5	%	–	20
Flash Point	ASTM D92	°C	250	–
Solubility in Trichloroethylene	ASTM D2042	%WT	99.5	–

Bitumen Penetration Grade 85/100 Specifications

Specification	Test Method	Unit	Min.	Max.
Specific Gravity at 25 °C	ASTM D70	kg/m ³	1.01	1.05
Penetration at 25 °C, 100g, 5s	ASTM D5	0.1mm	85	100
Softening Point	ASTM D36	°C	42	52
Ductility at 25 °C	ASTM D113	Cm	100	–
Loss on Heating	ASTM D6	%WT	–	0.5
Flash Point	ASTM D92	°C	225	–
Solubility in Trichloroethylene	ASTM D2042	%WT	99	–

Bitumen Penetration Grade 60/70 Specifications

Specification	Test Method	Unit	Min.	Max.
Specific Gravity at 25 °C	ASTM D70	kg/m ³	1.01	1.06
Penetration at 25 °C, 100g, 5s	ASTM D5	0.1mm	60	70
Softening Point	ASTM D36	°C	49	56
Ductility at 25 °C	ASTM D113	Cm	100	–
Loss on Heating	ASTM D6	%WT	–	0.2
Drop in Penetration after Heating	ASTM D5	%	–	20
Flash Point	ASTM D92	°C	250	–
Solubility in Trichloroethylene	ASTM D2042	%WT	99	–

Bitumen Penetration Grade 50/70 Specifications

Specification	Test Method	Unit	Min.	Max.
Penetration at 25 °C, 100g, 5s	EN 1426	0.1mm	50	70
Softening Point	EN 1427	°C	46	54
Kinematic Viscosity@135 °C	EN 12595	CST	295	–
Penetration Index	EN12591	mm	-1.5	0.7
Flash Point	EN 2592	°C	230	–
Solubility in Toluene or Xylene	EN 12592	%WT	99	–

Bitumen Penetration Grade 100/120 Specifications

Specification	Test Method	Unit	Min.	Max.
Specific Gravity at 25 °C	ASTM D70	kg/m ³	1.01	1.04
Penetration at 25 °C, 100g, 5s	ASTM D5	0.1mm	100	120
Softening Point	ASTM D36	°C	42	49
Ductility at 25 °C	ASTM D113	Cm	100	–
Loss on Heating	ASTM D6	%WT	–	0.2
Flash Point	ASTM D92	°C	–	250
Solubility in Trichloroethylene	ASTM D2042	%WT	–	99.5

Bitumen Penetration Grade 70/100 Specifications

Specification	Test Method	Unit	Min.	Max.
Specific Gravity at 25 °C	EN 15326	kg/m ³	1.01	1.05
Penetration at 25 °C, 100g, 5s	EN 1426	0.1mm	70	100
Softening Point	EN 1427	°C	43	53
Ductility at 25 °C	EN 13589	Cm	100	–
Loss on Heating	EN 12607	%WT	–	0.5
Flash Point	EN 2592	°C	225	–
Solubility in Trichloroethylene	EN 12592	%WT	99	–



Bitumen VG 10: Specification

Bitumen VG 10 Specification			
Specification	Unit	Value	Test Method
Flash Point	°C	Min 220	ASTM D93
Kinematic Viscosity, at 135 °C	CST	Min 250	ASTM D2170
Solubility in Trichloroethylene	%WT	Min 99	ASTM D2042
Absolute Viscosity, at 60 °C	Poise	Min 800	ASTM D4402
Softening Point	°C	Min 40	ASTM D36
Penetration Value, at 25 °C	0.1mm	80-100	ASTM D5
Thin-Film Oven Test (TFOT)			
Ductility at 25 °C, after thin film oven test	Cm	Min 75	ASTM D113
Viscosity Ratio, at 60 °C	°C	Max 4	ASTM D4402

Bitumen VG 30: Specification

Bitumen VG 30 Specification			
Specification	Unit	Value	Test Method
Flash Point	°C	Min 220	ASTM D93
Absolute Viscosity, at 60 °C	Poise	Min 2400	ASTM D4402
Penetration Value, at 25 °C	0.1mm	50-70	ASTM D5
Solubility in Trichloroethylene	%WT	Min 99	ASTM D2042
Kinematic Viscosity, at 135 °C	CST	Min 350	ASTM D2170
Softening Point	°C	Min 47	ASTM D36
Thin-Film Oven Test (TFOT)			
Viscosity Ratio, at 60 °C	°C	Max 4	ASTM D4402
Ductility at 25 °C, after thin film oven test	Cm	Min 40	ASTM D113
Specific Gravity, at 25 °C	kg/m ³	Min 1.0131	ASTM D70

Bitumen VG 20: Specification

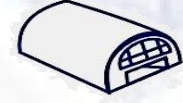
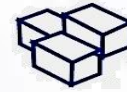
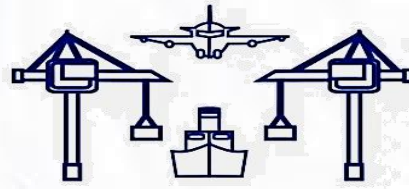
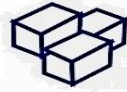
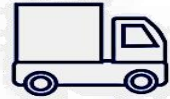
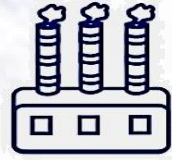
Bitumen VG 20 Specification			
Specification	Unit	Value	Test Method
Flash Point	°C	Min 220	ASTM D93
Penetration Value, at 25 °C	0.1mm	60-80	ASTM D5
Absolute Viscosity, at 60 °C	Poise	Min 1600	ASTM D4402
Solubility in Trichloroethylene	%WT	Min 99	ASTM D2042
Kinematic Viscosity, at 135 °C	CST	Min 300	ASTM D2170
Softening Point	°C	Min 45	ASTM D36
Thin-Film Oven Test (TFOT)			
Ductility at 25 °C, after thin film oven test	Cm	Min 50	ASTM D113
Viscosity Ratio, at 60 °C	°C	Max 4	ASTM D4402

Bitumen VG 40: Specification

Bitumen VG 40 Specification			
Specification	Unit	Value	Test Method
Flash Point	°C	Min 220	ASTM D93
Kinematic Viscosity, at 135 °C	CST	Min 400	ASTM D2170
Absolute Viscosity, at 60 °C	Poise	Min 3200	ASTM D4402
Solubility in Trichloroethylene	%WT	Min 99	ASTM D2042
Softening Point	°C	Min 25	ASTM D36
Penetration Value, at 25 °C	0.1mm	40-60	ASTM D5
Thin-Film Oven Test (TFOT)			
Ductility at 25 °C, after thin film oven test	Cm	Min 25	ASTM D113
Viscosity Ratio, at 60 °C	°C	Max 4	ASTM D4402



INCOTERM 2020



INCOTERMS

SELLER

FIRST CARRIER

ALONGSIDE SHIP

LOADING PORT

DESTINATION PORT

ALONGSIDE SHIP

FINAL DESTINATION CARRIER

PLACE

BUYER

INCOTERM	DESCRIPTION	Transfer of Risk	Place
EXW	EX WORKS	AGREED PLACE	
FCA	FREE CARRIER	AGREED PLACE	
FAS	FREE ALONGSIDE SHIP	PORT OF LOADING	
FOB	FREE ON BOARD	PORT OF LOADING	
CFR	COST & FREIGHT	PORT OF DESTINATION	
CIF	COST, INSURANCE AND FREIGHT	PORT OF DESTINATION	
CPT	COST PAID TO		PLACE OF DESTINATION
CIP	CARRIER & INSURANCE PAID TO		PLACE OF DESTINATION
DPU	DELIVERED AT PLACE UNLOADED		PLACE OF DESTINATION
DAP	DELIVERED AT PLACE		DESTINATION
DDP	DELIVERED DUTY PAID		DESTINATION

SELLER'S OBLIGATION

TRANSFER OF RISK

BUYER'S OBLIGATION



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This document is issued by the Company subject to its General Conditions of Service (www.sgs.com/en/terms-and-conditions). Attention is drawn to the limitations of liability, indemnification and jurisdictional issues established therein. This document is to be treated as an original within the meaning of UCP 600. Any holder of this document is advised that information contained hereon reflects the Company's findings at the time of its intervention only and within the limits of client's instructions, if any. The Company's sole responsibility is to its Client and this document does not exonerate parties to a transaction from exercising all their rights and obligations under the transaction documents. Any unauthorized alteration, forgery or falsification of the content or appearance of this document is unlawful and offenders may be prosecuted to the fullest extent of the law. The authenticity of this document may be verified at <https://sgsinfo.sgs.com/en/v2/common/certificate/verify/certificateCertificate.asp>.



ذی اورینتال انشورنس کومپانی لمیٹڈ
The Oriental Insurance Co. Ltd.
(Regd Office :)



Issuing Office : Dubai, P.O. Box : DUBAI, U.A.E., Phone : +971 , Fax : +971 , E-mail : , Web : , Cable :
"N. U. A. E. Since 1960"

WHEREAS THE ASSURED named in the schedule hereto, have represented to THE ORIENTAL INSURANCE COMPANY LIMITED (hereinafter called the Company) that they are interested in our duty authorized to make the insurance mentioned and described and have paid or agreed to pay the premium hereinafter stated THE COMPANY HEREBY PROMISES AND AGREES with the Assured, hereinafterly Admitted/Admits and Assigns that the Company will insure against loss, damage liability or expense subject to the clauses, endorsements, conditions, and warranties contained in this schedule. Visit our DUBAI Website www.ougfuf.ae

MARINE CARGO/INLAND TRANSIT POLICY

Policy No. _____ Dated _____

SCHEDULE

Name of the Assured **CONSIGNEE:** _____

CONSIGNOR/M/S _____, RAS AL KHAIMAH, UAE

Voyage/Transit/Period of Insurance _____

Vessel &/or Conveyance **BY SEA** From **JEBEL ALI**

Sailing on OR ABT _____

BL/C/N/R/P/WB No. Subject Matter Insured **BITUMEN GRADE 60/70** To **MATADI**

INV NO. : _____

INDENT NO. : _____

Amount Insured hereunder **US\$ () = DHS. ()**
US\$ 1 = DHS. ()

MARINE PREMIUM (DHS.)
Basic Rate @ %
WAR/SRCC @ %
VAT @ %
Total Premium with VAT Premium As Agreed

RISK COVERED ICC (C) / WAR / SRCC
Seaport to Seaport only.
Excess : 10% of Sum Insured sub to min USD.850/- Warranted Containerized. Warranted brand new items in original manufacturer's packing. Subject to UAE interest. Cover ceases as soon as the vessel reaches the destination port. Risk incept on the vessel loaded with insured goods leaves the port. Subject to sanction limitation and exclusion clause. Subject to communicable disease exclusion clause. Attached additional schedule forming part of this policy.

VALUE ADDED TAX "VAT" CLAUSE
It is hereby declared and agreed that if Value Added Tax (VAT) is applicable on the insurance premium and other charges payable in relation to this contract the policy, retroactively from the date of implementation of VAT, the Insurer retains its right to collect the same from the Insured in line with the prevailing VAT relevant regulations as implemented in the UAE.

So valued **Inv+ 10 %**

Special Conditions & Warranties - This insurance is subject to the following Clauses and Conditions as printed herein or attached hereto:
3,10,11,17 T.T.C.T., T.E.C. And I.R.C.E.C. Attached Hereto & Institute Chemical, Biological, Bio-Chemical, Electromagnetic Weapons And Cyber Attack CLAUSES And Exclusion Clause

1. Asshole Cargo Clauses (A)	5. Institute Fire, Pilgrimage & Non-Delivery Clause	9. P&H & S&F Clauses	13. Institute War Clauses (Strikes)	17. Institute War Clauses (Cyber Attack)
2. Institute Cargo Clauses (B)	6. Institute Replacement Clause	10. Institute War Clauses (Cargo)	14. Institute War Clauses (All Cargo)	18. Institute War Clauses (All Risk)
3. Institute Cargo Clauses (C)	7. Replacement Clause (Except Hand Machinery)	11. Institute Strikes Clauses (Cargo)	15. Institute War Clauses (All Risk)	19. Institute War Clauses (All Risk)
4. Marine Damage Clause	8. Replacement Clause (Except Hand Machinery)	12. Institute Strikes Clauses (All Risk)	16. Institute War Clauses (All Risk)	20. Institute War Clauses (All Risk)

THE ATTACHED CLAUSES AND ENDORSEMENTS FORM PART OF THIS POLICY

In the event of loss or damage which may involve a claim under this insurance, immediately advise thereof and application for survey should be given to :-

Survey & Claim Settlement

Claims payable at **MATADI**

by:- THE ORIENTAL INSURANCE CO. LTD.

AUTHORIZED SIGNATORY

IN WITNESS WHEREOF: Signed for and on behalf of the Company

USER : _____ 14:14:45



ذی اورینتال انشورنس کومپانی لمیٹڈ
The Oriental Insurance Co. Ltd.



Chief Agents: **Insurance Works LLC** (IA Registration No. 8 Registration Date: 29th December 1984.)

Issuing Office : Dubai, P.O. Box : DUBAI, U.A.E., Phone : +971 , Fax : +971 , E-mail : , Cable :
"IN DUBAI SINCE 1960"

REF: -SCHEDULE FORMING PART OF MARINE ALL RISK INSURANCE POLICY NO: _____

CONSIGNEE: _____

CONSIGNOR/M/S: _____, RAS AL KHAIMAH, UAE

Excess : 10% of Sum Insured sub to min USD. ()

Seaport to Seaport only

Warranted Containerized.

Warranted brand new items in original manufacturer's packing.

Subject to UAE interest.

Sailing date : _____

Cover ceases as soon as the vessel reaches the destination port.

Risk incept on the vessel loaded with insured goods leaves the port.

Subject to sanction limitation and exclusion clause.

Subject to communicable disease exclusion clause

UAE interest must be reflected in the shipping documents at the time of claim otherwise the claim may not be admissible as our terms are subject to UAE interest strictly.

Warranted carrying vessel a regular liner, not over the age of 20 years, IACS Classed and ISM complied

Specified Territory Exclusion Clause
Notwithstanding anything to the contrary herein, all Specified Territory Exposures whether direct or indirect, are excluded. The term Specified Territory Exposure includes but is not limited to any activity, transaction, legal proceedings, operation, entity, subsidiary, headquarters, branch, products, good, property, asset, services, in a Specified Territory or, as applicable, delivered to, located in, originating in, transitioning from, to or through a Specified Territory, as well as any person ordinarily resident in a Specified Territory, the government of a Specified Territory as well as any entity owned or controlled by an entity in a Specified Territory including, without limitation, affiliates outside of a Specified Territory.
Specified Territory means The Republic of Belarus, Ukraine, and/or The Russian Federation.



THEOMNIVOLT "Where Power Meets The Potential"



THEOMNIVOLT

1. EXPORTER(NAME,ADDRESS,COUNTRY) []		UNITED ARAB EMIRATES دولة الإمارات العربية المتحدة	
2. CONSIGNEE(NAME,ADDRESS,COUNTRY) []		<p style="text-align: center;">غرفة دبي DUBAI CHAMBER للتجارة COMMERCE</p> <p style="text-align: center;">Certificate of Origin شهادة المنشأ</p> <p>Certificate No: [] Date: 16-FEB-2026</p> <p style="text-align: center;">ORIGINAL</p>	
3. Means of Transport: Vessel's Name/Flight No. / By Sea	وسيلة النقل	6. Country of Final Destination	بدا الرحلة الأخيرة
4. Estimated Date of Departure	التاريخ المتوقع للمغادرة	7. Invoice No. and Date	رقم و تاريخ الفاتورة
5. Port of Discharge	ميناء / مكان التفريغ	8. Country of Origin of Goods	بلد منشأ البضاعة
9. Marks & Numbers	العلامات والأرقام	10. Description of Goods (Include Brand Names if Necessary)	11. Quantity & Unit
<p>GOODS DESCRIPTION : Bitumen Grade 60/70 Total Gross Weight: 522,390.00 KGS PORT OF DISCHARGE : Haiphong, Vietnam B/L NUMBER : [] SHIPPER DETAILS : []</p> <p style="text-align: center;">As per the attached invoice End of Description</p>			
<p>12. CERTIFICATION BY THE COMPETENT AUTHORITY</p> <p>We hereby certify that evidence has been produced to satisfy us that the goods specified above originate in / were processed in the country shown in box 8. This Certificate is, therefore, issued and certified to the best of our knowledge and belief to be correct and without any liability on our part.</p>			
<p>Once this Certificate is issued, it shall be invalid should any alteration be made to this Certificate, without the competent Authority's authorization.</p>		<p>بمجرد إصدار هذه الشهادة فلا أي تغيير فيها دون إذن من جهة الإصدار يجعلها لاغية.</p> <p>تلك من صحة الشهادة يرجى زيارة أحد المواقع التالية For online verification of this certificate, please visit: http://www.dubai-chamber.com/verify Verify ID: 9 https://certificates.iccwbo.org/</p>	

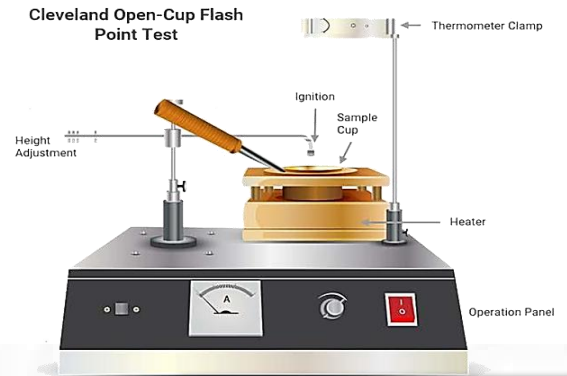
غرفة تجارة دبي
Dubai Chamber of Commerce
P.O. Box 1457 - Dubai, U.A.E. | صناديق بريد: 1457 | دبي (Within UAE) 800 CHAMBER (800 2426237) | دبي (Outside UAE) (+971) 4 2280000
فاكس (+971) 4 2028888 | ايميل: customercare@dubaichamber.com | الموقع الإلكتروني: www.dubaichamber.com
Service Request No - 1-25164036044 | User Name - RAH0001 | Branch Name - 6 | Printed On : 16-FEB-2026 12:15:36

OGEFREM		Fiche Electronique de renseignement à l'importation		[]	
[]		FERI N°: []		[]	
[]		Du []		[]	
[]		VALIDATION		[]	
[]		FXI:		[]	
<p>IMPORTATEUR : Importateur</p> <p>EXPORTATEUR : Exportateur</p> <p>TRANSITAIRE : Forwarding agent</p> <p>BL : []</p> <p>PORT DE CHARGEMENT : JEBEL ALI AE</p> <p>DEST. FINALE EN RDC : KINSHASA</p> <p>NAVIRE : CMA CGM LEBU</p> <p>ARMATEUR : MAERSK</p> <p>PORT DE DECHARGEMENT : MATADI</p> <p>VG : 305W</p> <p>TYPE/MODE DE TRANSPORT : Maritime (CONTENEUR/CONTAINER)</p> <p>CONTENEUR 20' X 41</p> <p>MARCHANDISE CODE NC HS (ISO) : 2713</p> <p>BITUMEN GRADE 60/70</p>					

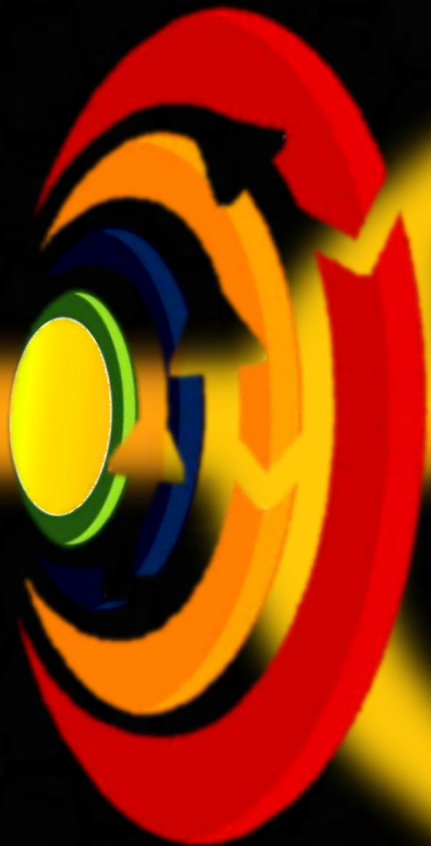
OGEFREM		Fiche Electronique de renseignement à l'importation		[]	
[]		FERI N°: []		[]	
[]		Du []		[]	
[]		VALIDATION		[]	
[]		FXI:		[]	
TYPE COLIS : []	PAQUETS NR COLIS : 4510	NR PKG	POIDS NET T. []	[]	
PKG TYPE []	EMIRATS ARABES	OCC/ BIVAC :	POIDS BRUT T. []	[]	
ORIGINE : TEU	41.0		GROSS WEIGHT CBM : []	[]	
<p>VALEURS DECLAREES PAR L'EXPORTATEUR SUJETTES A DES MODIFICATIONS A L'ARRIVEE</p> <p>INCOTERM : CIF</p> <p>PAIEMENT FRET : PREPAID</p> <p>VALEUR FOB (USD) []</p> <p>FRET DE BASE : (USD) []</p> <p>FRAIS ADDITIONNELS (USD) []</p> <p>ASSURANCE (USD) []</p> <p>TOTAL : (USD) []</p>					
<p>VALIDEE PAR : validated by OGF REPRESENTATION RAN / IBB</p> <p>AGENT OGEFREM EXTENTION FERI imprimée, le [] par AIDA DIALLO</p>					



Cleveland Open Cup System



Synergistic Ventures



Marine Services



THEOMNIVOLT stands as the premier choice for global marine services, offering expertise in multiple diversified marine services with a team of Captains and Chief Engineers. With unmatched reliability and compliance, we ensure safe, efficient, and timely solutions across every ocean.

Mining Activities



From exploration to full-scale production, THEOMNIVOLT provides end-to-end mining design, planning, financing, and operational excellence. Our team of engineers, and mining specialists guarantees sustainable, profitable, and world-class project execution.

Commodity Trading



In the world of commodity trading, THEOMNIVOLT is your trusted partner for fuel, minerals, and resources across global markets. We combine transparency, speed, and strategic insight to deliver maximum value and secure opportunities for our partners.





Diversified Marine Activities



- ➔ Ship Building
- ➔ Chartering
- ➔ Sale & Purchase
- ➔ Ship-to-Ship (STS) Operation
- ➔ Decarbonization Management
- ➔ Technical Management
- ➔ Crew Management
- ➔ Repairs & Maintenance
- ➔ Dry Dock
- ➔ Pre-SIRE Inspection
- ➔ Vessel Audit
- ➔ Tanker Management Self Assessment (TMSA)
- ➔ Agency & Husbandry Service



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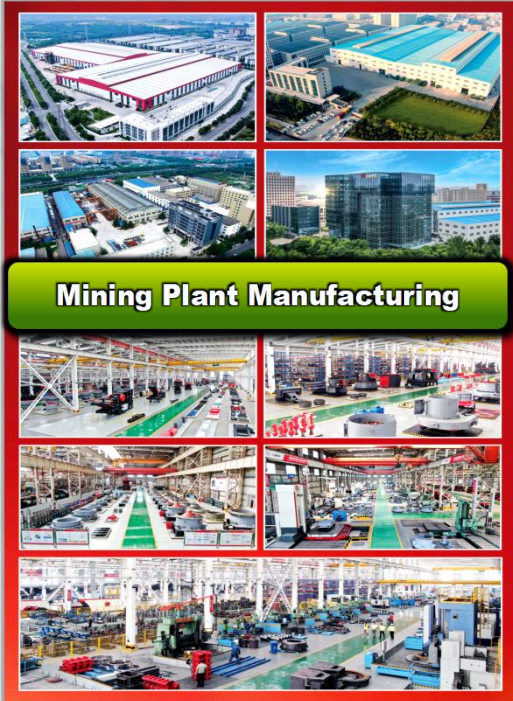
For more details, log on to our website.

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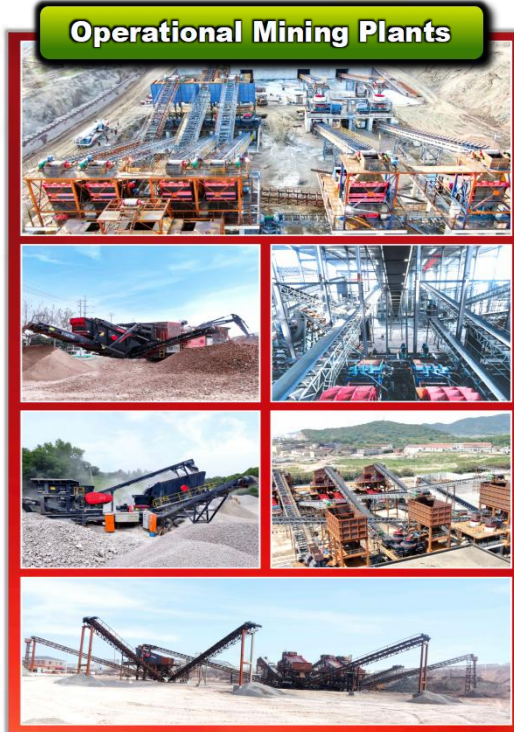




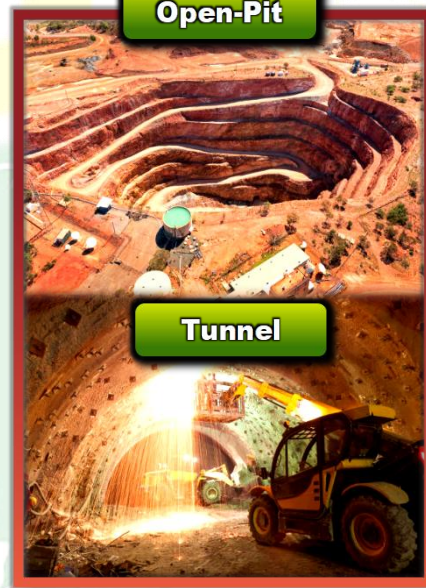
Mining Activities



Mining Plant Manufacturing

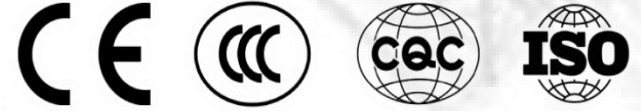


Operational Mining Plants



Open-Pit

Tunnel



We provide **Specialized Technical, Operational, and Financial Solutions**, reinforced by **Authorized Distributorship** from a reputable, **40-Year-Old Mining Plant & Equipment Manufacturer**.

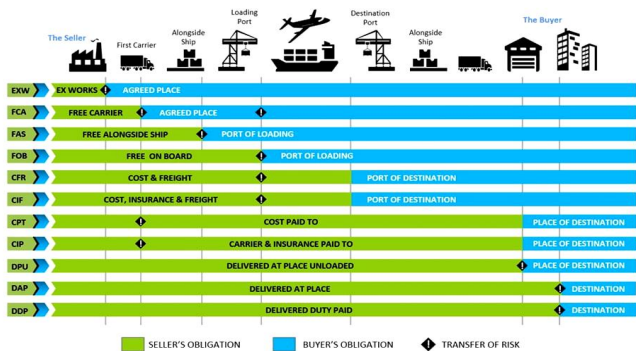


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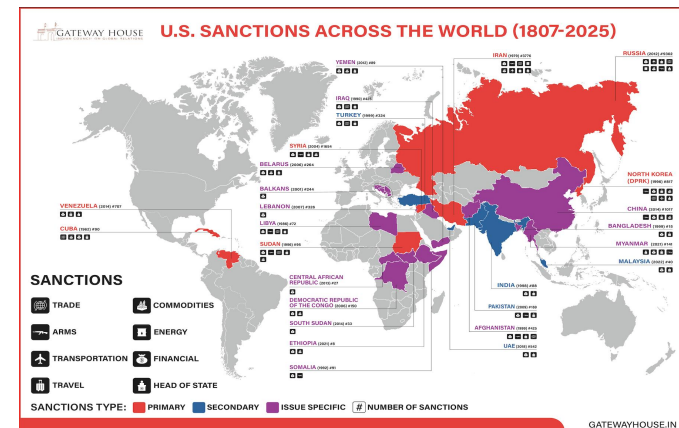


INCOTERMS 2020 Point of Delivery and Transfer of Risk



Based on the current geopolitical landscape and recent policy announcements, the US sanctions framework significantly impacts global commodity sales in 2025:

- The US Treasury's Office of Foreign Assets Control (OFAC) has intensified restrictions on Russia's energy sector, specifically targeting major oil producers and the affiliated maritime logistics networks to suppress commodity revenue streams.
- Compliance risk for commodity traders remains elevated due to the increased scrutiny of the shadow fleet and the potential for secondary sanctions on international actors facilitating the illicit transport of sanctioned crude oil and petroleum products.



GASOIL (EN590)

ULTRA LOW SULFUR
DIESEL (ULSD)

OIL TANKER

LPG & LNG

BUNKER FUEL

1. Ship-To-Ship (STS)
2. Truck-To-Ship (TTS)
3. Port/Pipe-To-Ship (PTS)

STS Vessel B
Vessel A

BITUMEN

Penetration / Viscosity Grade

CONTAINER SHIP

PALM OIL

CP - 10 / 8 / 6

CONTAINER SHIP

MINERAL ORES

Chromite / Copper / Nickel

BULKER

Reach Us



Website:

www.theomnivolt.biz

Email:

business@theomnivolt.biz

GUIDELINES

Email Subject:

Mention exact requirement, keep them brief (around 5–9 words), personalize them, incorporate keywords, and urgency (if required)

Email Matter:

Keep it brief and straightforward. Just the most crucial details should be included.

