GS240261624572

GS240261624672

Restricted

**From:** name1<[name1@tradecogroup.com](mailto:name1@tradecogroup.com)>   
**Sent:** Saturday, February 24, 2024 10:43 PM  
**To:** name2<[name2@tradecogroup.com](mailto:name2@tradecogroup.com)>; name3 <[name3@tradecogroup.com](mailto:name3@tradecogroup.com)>; <[name4@tradecogroup.com](mailto:name4@tradecogroup.com)>; TLN Gasoline Contracts <[TLN.GasolineContracts@tradecogroup.com](mailto:TLN.GasolineContracts@gunvorgroup.com)>; Tradeco Gasoline Operations <[Tradeco.gasolineoperations@tradecogroup.com](mailto:Gunvor.gasolineoperations@gunvorgroup.com)>  
**Subject:** FW: Next Demand - Cop1co Trading SA - RON 95.2 DAP Dock Sud APRIL 6tH-10th - country

Mtm

Big parcel 100% march ebob

Small parcel 100% march naphtha

Freight 2.2m

Restricted

**From:** <[name@tradecogroup.com](mailto:name@tradecogroup.com)>   
**Sent:** 23 February 2024 20:18  
**To:** OilDesk Cop1co Trading <[oildesk@cop1co.com](mailto:oildesk@raizen.com)>  
**Cc:** <[name@cop1co.com](mailto:name@cop1co.com)>; <[name@cop1co.com](mailto:name@cop1co.com)>; <[name@cop1co.com](mailto:name@cop1co.com)>; <[name@tradecogroup.com](mailto:name@tradecogroup.com)>; <[@tradecogroup.com](mailto:Pierre.DEROUGE@gunvorgroup.com)>  
**Subject:** Re: Next Demand - Cop1co Trading SA - RON 95.2 DAP Dock Sud APRIL 6tH-10th - country

Hi.

As per our conversation, I'm pleased to confirm the booking as below:

\*Option 2\*

35,000 cbm +/-5% SO of Gasoline RON 95.2 @ RBOB May + 18.50cpg Dap; and

12,000 cbm +/-5% SO of Virgin Naphtha @ RBOB May - 47.50cpg Dap

Disport: Alpha Zone + DockSud or Campana

Delivery laycan: 27/March-2/April/2024

Payment: Open account; NOR disport + 30 days

Thanks for the business.

Kind regards,

Get [Outlook for iOS](https://aka.ms/o0ukef)

**From:** <[name@tradecogroup.com](mailto:name@tradecogroup.com)>  
**Sent:** Friday, February 23, 2024 2:20 PM  
**To:** OilDesk Cop1co Trading <[oildesk@cop1co.com](mailto:oildesk@raizen.com)>  
**Cc:** [name@tradecogroup.com](mailto:name@tradecogroup.com)  
**Subject:** Re: Next Demand - Cop1co Trading SA - RON 95.2 DAP Dock Sud APRIL 6tH-10th - Argentina

<<<BETTER COPY>>> Typo error; Naphtha is discount, not over RBOB.

Dear Cop1co team.

Sorry for the delay in responding and please note below our indicative offer:

\*Option 1\*

Gasoline | RBOB May + 25.00cpg Dap

\*Option 2\*

Gasoline | RBOB May + 18.50cpg Dap

Virgin Naphtha | RBOB May - 47.50cpg Dap

Other terms as per tender conditions and previous deals between Tradeco and Cop1co.

Kind regards,

Ricardo

Get [Outlook for iOS](https://aka.ms/o0ukef)

**From:** OilDesk Cop1co Trading <[oildesk@cop1co.com](mailto:oildesk@raizen.com)>  
**Sent:** Thursday, February 22, 2024 7:46 AM  
**Cc:**   
**Subject:** Next Demand - Cop1co Trading SA - RON 95.2 DAP Dock Sud APRIL 6tH-10th - country

On Behalf of Cop1co Trading SA

Dear All,

We’ll be working on our next gasoline **RON95,2** demand as per below.

If you are interested on it, please send us the firm offer next Friday Feb 23, 2024 in writing to our e-mail [**oildesk@cop1co.com**](mailto:oildesk@raizen.com) by **10am Geneva Time**.

**Buyer:** Cop1co Trading SA /Cop1co country SAU

**Incoterm:** DAP (Incoterms 2010) | Buyer must have options to change/add port calls into both country2 and/or country1 as per C/P terms (or FOB if option 2)

**Vessel:** TBN to be accepted by Buyer, such acceptance shall not be unreasonably withheld. Nominated vessel shall comply with discharge ports restrictions

**Delivery Place:**

Option 1: DAP DockSud  AND /OR Campana port (In one lot with ship dedicated only to this contract)

Option 2: DAP Alpha Zone + Dock Sud or Campana or FOB

**Delivery Window:**  April 1st – 5th, 2024, earliest delivery is considered (or equivalent FOB dates)

**Volume:**

Option 1:

Grade #1: 35,000 cbm +/- 5% operational tolerance at S.O, split parcels are being considered.

Option 2:

Grade #1: 35,000 cbm +/- 5% operational tolerance at S.O, split parcels are being considered.

Grade #2: 12,000cbm +/- 5% operational tolerance at S.O, split parcels are being considered.

**Product/Spec:**

Grade #1: Attached Spec with **Min RON 95,2 – MON 83,9**

Grade #2 Attached Nafta Virgin PY Spec

**Price:** **based on**NYMEX RBOB

**Pricing Date:** tba

**Payment Term:**TBA

**Demurrage rate and terms:** As per Charter Party, terms and conditions per Cop1co GTC

**Laytime:** Alpha Zone: 36 hrs +6

**Inspection:** Inspection company to be mutually agreed between parties and cost split 50/50 between Buyer and Seller at disport

**Title and Risk transfer:** Title and risk of the cargo shall pass from SELLER to BUYER as the cargo passes the permanent flange of the vessel at the discharge port. For the product being lightered title and risk of the cargo shall pass from SELLER to BUYER as the cargo passes the permanent flange of the vessel at lightering Alpha-zone. SELLER will not hold risk and title of the cargo on the lightering vessel

**Quantity Measurement:**Disport Figures (or Load Figures if FOB)

**Quality Measurement:**To be determined on vessel's composite drawn at first vessel's disport (or load port if FOB), however Seller shall also guarantee for the following ports that all ship tanks meets the required specification **Law:** English Law

**Dispute Resolution:** London Arbitration

**Original documents**: *Please note that due to Argentina custom regulations, original B/Ls must be released to Cop1co SAU office at Buenos Aires at least 2 working days before the vessel arrival at disport, if not extra cost will be for seller’s account*

**General Terms and Conditions:** Cop1co GTC attached. In case of STS operations STASCO 2016 GTCs to apply to regulate the STS operations only

Please note that regarding laytime and demurrage the following shall serve to establish commencement of laytime:

•         If NOR is tendered within the discharging date range, laytime shall commence when vessel is all fast at the lightering vessel or when six running hours shall have expired since valid NOR was tendered, whichever occurs first

•         If NOR is tendered before the first day of the accepted discharge date range, laytime shall commence at 06:00 hrs local time on the first day of the date range or when vessel is all fast at the lightering vessel, whichever first occurs

•         If NOR is tendered after the last day of the accepted discharge date range, laytime shall commence when vessel is all fast at the lightering vessel. Any time consumed in waiting lightering vessel to start discharge operation, if any, will always be on seller’s account

•         Any time waiting  day light or bad weather condition, will not be considered as running hours.

Regards,

All contractual related matters must be sent to  [contracts@cop1co.com](mailto:contracts@cop1co.com)

All operational related matters must be sent to  [ops.oil@cop1co.com](mailto:ops.oil@raizen.com)

All commercial related matters must be sent to  [OilTrading@cop1co.com](mailto:OilTrading@raizen.com)

All invoices must be sent to                                      [payables@cop1co.com](mailto:payables@cop1co.com) + [ops.oil@cop1co.com](mailto:ops.oil@raizen.com)

All demurrage related matters must be sent to   [demurrage@cop1co.com](mailto:demurrage@raizen.com) + [ops.oil@cop1co.com](mailto:ops.oil@raizen.com)

Cop1co shall not be responsible for any losses, costs, liabilities or delays resulting from any correspondence or notifications being sent to the wrong contact and/or any other email address apart from those for the correct contact specified herein.

Regards,

Cop1co Trading SA  
[www.cop1co.com](http://www.raizen.com/) | facebook.com/Cop1coOficial