

Holland+Knight

Tel 703 720 8600
Fax 703 720 8510

Holland & Knight LLP
1690 Tysons Boulevard, Suite 700
McLean, VA 22102-4857
www.hklaw.com

December 14, 2006

James H. Radis
703 720-8660
jhm/radis@hklaw.com

VIA FEDERAL EXPRESS

Special Agent John Gauthier
Criminal Investigation Division
1 Congress Street, 11th Floor
Boston, Massachusetts 02114-2023

Re: PMI Trading Limited – Grand Jury Subpoena

Dear John:

Please find enclosed the first production of documents numbered PMI 00001 to PMI 00156 that are responsive to the grand jury subpoena directed to PMI Trading, LTD. I am providing copies instead of the originals as agreed during our conversation today. PMI has made the decision to cooperate with the investigation and to voluntarily provide these documents. PMI does not maintain in the United States any documents responsive to the grand jury subpoena and cannot be compelled to provide the documents. However, PMI believes in cooperating with the United States government. As we discussed, we will continue to provide responsive documents to you on a rolling production that should be completed in two to three weeks.

During our telephone conversation several weeks ago about PMI Trading Limited's ("PMI") response to the grand jury subpoena, you mentioned a concern that PMI may have changed its processes at the refinery in Cadereyta, Mexico. The following is an explanation for the export of coker gasoline from Mexico to the United States.

Around December 2002, PEMEX Refinacion started a coker plant at its refinery in Cadereyta, Mexico. Prior to that time, the refinery processed a lighter crude oil mix consistent of a 70/30 Isthmus/Maya ratio. With the Cadereyta refinery revamping, it began refining a heavier crude oil slate with approximately a 47/53 Isthmus/Maya ratio. The coker plant increased the efficiency of producing gasoline by destroying heavy streams such as fuel oil. Coker gasoline is a standard product of coking units. Its octane is usually below 70, whereas regular fungible gasoline marketed in the U.S. and many other major markets is 87. Coker gasoline is normally reprocessed at the refinery through the use of a reactor to remove sulphur and silica. However, the Cadereyta revamping project did not consider the construction of such reactor (mainly due to budget reasons).

From the start up of the coking unit in Cadereyta, Pemex Refinación tried to process the coker gasoline through a hydrodesulphurization unit to remove as much sulphur as possible. However, since this process affected other internal units at the Cadereyta Refinery, it was stopped. As a consequence, the coker gasoline has been stored in storage tanks at the Cadereyta refinery since the beginning of 2003. Coker gasoline was sent for storage to crude oil tanks, gas

oil tanks and gasoline tanks within the refinery. Once the storage capacity at the Cadereyta refinery was filled, a decision was made to sell the coker gasoline into the open market. The sales of coker gasoline began in the fall of 2005 after the product had been accumulating for approximately 30 months. A purchaser of coker gasoline must further refine the coker gasoline prior to sale for use in automobiles.

Coker gasoline cannot be transported by ship to Brownsville, Texas, as the refinery at Cadereyta is inland. To transport the product by ship to Brownsville, the product would first need to be transported by truck to the east coast of Mexico. Cadereyta Refinery is connected to the Madero Refinery with a pipeline southward. Nevertheless, such pipeline only transports finished products within the Pemex Refinación distribution system in Mexico. Additionally there is a pipeline from Brownsville to Monterrey, but such pipeline only transports finished product from the U.S. as well. The only remaining method of transportation is to use tank trucks to transport the coker gasoline to Brownsville.

In summary, the coker gasoline is produced as part of the refinery revamping in Cadereyta, which allows the process of a heavier crude oil slate. A coker plant was completed back in December 2002, which increased the efficiency of the refining process. Coker gasoline was stored at the refinery for approximately 30 months until such time that no additional coker gasoline could be accumulated. Coker gasoline sales then began through Brownsville, Texas. The coker gasoline was trucked to Brownsville because it was the only economically and logically possible method of transport.

The Cadereyta Refinery is currently constructing a silica removing reactor and intends to complete construction in February 2007. It should be noted Pemex Refinación is a governmental entity. In order to construct the reactor, it needs to enter into a bidding process. The bidding processes usually involve substantial time before they are completed (the applicable Mexican law provides for specific terms to follow in bidding process; i.e. the term for opening the proposals or offers filed by the bidders is not less than twenty days after publication of the bidding notification). Once this unit is completed, the gasoline coker stream will be hydrosulphurized and the resulting product will be sent to reforming units in order to increase the octane from 60-65 to approximately 95. Thus, the finished gasoline will be suitable for automobile consumption and Pemex Refinación will sell the product in Mexico.

Very truly yours,

HOLLAND & KNIGHT LLP



James H. Rodio

From: Jorge Troop
To: Leon Christophilopoulos; Farzad Askari; James McNicol; Amjad Habbas
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 15:15:00 2005
Subject: More High Sulfur from PMI

PMI will have 190 mb same specs as loaded into P.Louis/Zadar Feb 1-10 FOB Brownsville.

Values around last cargo should work now vs Feb HU -120 cpg.

PMI checking if Caustic Soda can be added locally but meanwhile want a bid.

From: Leon Christophilopoulos
To: Jorge Troop; Farzad Askari; James McNicol; Amjad Habbas
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 15:24:28 2005
Subject: Re: More High Sulfur from PMI

Can u get them to wait for a few days until we can run some tests of our own? It's a great cheap blendstock but we should really run some analysis and some blends to satisfy ourselves. Also tankage will become an issue if we can't do the caustic washes more efficiently than now.

From: James McNicol
To: Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 16:54:44 2005
Subject: Re: More High Sulfur from PMI

...eon,

Do we want PMI to show these barrels elsewhere ?

Jorge - how much do you think PMI have per month ? Do you think it is an ongoing availability ? What did they do with the bbis previously ?

We can do handblends in Houston to see how it blends ?

Bottom line though is we can blend in Paldiski / Milford for WAF, La Skhirra for turkev

and Fujairah for AG, Statis for PMI.

This is as cheap as anyone can imagine and should make serious dollars.

There MUST be Chemical tankage where we can wash at source in Houston.

From: Leon Christophilopoulos
To: James McNicol; Jorge Troop; Farzad Askari; Amjad Habbas
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 19:01:23 2005
Subject: Re: More High Sulfur from PMI

We don't.

Two questions for info: how quickly can we blend away 200kb assuming color doesn't deteriorate and in the event it does.

Jorge, what number can u buy the 2nd cargo for?

If La Skhirra doesn't finally allow us to wash there, what next?

From: James McNicol
Sent: Tuesday, December 27, 2005 1:12 PM
To: Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas
Cc: Naeem Ahmed; Jorge Marrero (London); Jose Larocca
Subject: Re: More High Sulfur from PMI

The cargo is available at usgc wb - 120cpg which with deemed pricing before summer cycles is bloody cheap (without deemed pricing it is still cheap).

We need to list locations that allow caustic washing - if Chris Batson hadn't informed us we still wouldn't know about it - as I don't think we have scratched the surface of caustic washing yet.

We should be able to wash in Paldiski and can sell a cargo to GT trading if we can't work better alternatives ourselves.

We should be talking to Vopak / Oiltanking / ST now about Caustic washing and provision and cost of treatment / removal of residual matter.

We should also be talking to specialist Chemical clean up companies about the process of clean up afterwards if that is the rate determining step.

From: Jorge Troop
To: James McNicol; Leon Christophilopoulos; Farzad Askari; Amjad Habbas
CC: Naeem Ahmed; Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 19:20:04 2005
Subject: RE: More High Sulfur from PMI

Feb -120 cpg FOB can get it

Gums tested at 13, how are we going to treat that ?

From: Naeem Ahmed Sent: 27/12/2005 19:33
To: [-] Jorge Troop; James McNicol; Leon Christophilopoulos; Farzad Askari; Amjad Habbas
Cc: [-] Jorge Marrero (London); Jose Larocca
Bcc: [-]
Subject: Re: More High Sulfur from PMI

There is Gum inhibitor additive that will bring down gums to <5, will also need to add antioxidants to stabilise product.

Most difficult is to locate the nearest terminal that will allow treatment of the cargo, alternatively find a chemical carrier and treat cargo on vessel outside the US (but will still need to find a company that will take the waste)

From: Naeem Ahmed
To: James McNicol; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas
CC: Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 19:29:05 2005
Subject: Re: More High Sulfur from PMI

We have already spoken to all the main storage companies, US / Singapore and European terminals no longer allow the use of caustic soda washes since local environmental agencies do not allow disposal of the toxic caustic after treatment.

Upto now only FRCIL have allowed us to use their tanks for Caustic treatment.

I have also found a supplier of Caustic in the baltics and trying to convince them to dispose of the waste and if so will then most likely receive the green light from Paldiski in the next 4-8 weeks.

I am almost there with La Skhirra and hope to receive a positive answer by the end of the week.

From: James McNicol
To: Naeem Ahmed; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas
CC: Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 20:47:33 2005
Subject: Re: More High Sulfur from PMI

Naeem,

How about treatment of the mercaptans followed by specialist disposal of the slurry ??

From: Naeem Ahmed
To: James McNicol; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas
CC: Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 22:42:19 2005
Subject: Re: More High Sulfur from PMI

There is only one specialist disposal in Rotterdam they charge \$250/kg but not allowed to drive across EU borders etc

am checking in the US/Estonia and Tunisia, the Caustic supplier disposes the slurry in Fujairah (not sure if in a legal way!)

Will keep up investigations and revert.

Rgds

From: James McNicol

To: Naeem Ahmed; Leon Christophilopoulos; Jorge Troop; Farzad Askari; Amjad Habbas
CC: Jorge Marrero (London); Jose Larocca
Sent: Tue Dec 27 23:20:52 2005
Subject: Re: More High Sulfur from PMI

Ah hah !! How about we do it in odfjell terminal rotterdam, it is a chemical storage facilit and we have sufficient tankage.

Then we pay these guys to take the shit away, we should be able to rent a tank for the treatment phase and do it 20kcbm at a time.

Clean it and ship it.

\$250/kg seems like a pretty big starting number, how many kg are we talking ??

750k to clear up 3mt is too much, there must be an economy of scale involved. This is not very hazardous in the overall scheme of things, a bit of caustic in some water with trace gasoline.

From: James McNicol
Sent: 27 December 2005 23:24
To: Claude Dauphin
Subject: Fw: More High Sulfur from PMI

FYI - following your lateral thought about cleaning the PMI origin high Mercaptan Sulphur material and paying a disposal company to take the process waste away.

We will make it happen. PMI showing us more barrels Super Cheap now.

Just have to make them more compatible for gasoline blending.

From: Claude Dauphin
To: James McNicol
Sent: Wed Dec 28 09:21:56 2005
Subject: RE: More High Sulfur from PMI

Lets discuss

From: James McNicol
To: [-] Naeem Ahmed
Cc: [-]
Bcc: [-]
Subject:Fw: More High Sulfur from PMI

Sent:28/12/2005 09:30

Skipper,

Can you get ready for a progress report today for CD.

Will need the analysis we've got so far. What lab tests we are doing. What additives are available for treating mercaptans and oxidation stability.

Claude owns a waste disposal company and wants us to be creative. Graham has worries that it will all turn black. Me and Leon want it cos each cargo should make 7m !!

From: Naeem Ahmed

Sent: 26/12/2005 16:11

To: [-] Leon Christophilopoulos; James McNicol

Cc: [-] Jose Larocca; Jorge Troop; Farzad Askari; Amjad Habbes; Graham Sharp; Claude Dauphin

Bcc: [-] Naeem Ahmed

Subject: Re : Caustic Soda Treatments

Please find a brief overview of the caustic washing/procedures etc;

Terminals

I have approached all our storage terminals with the possibility of Caustic washing and only Vopak Fujairah and Tankmed La Skhirra our willing to entertain the idea, and currently perform this operation at FRCL (Fujairah) only. This operation is no longer allowed in EU / US and Singapore.

Caustic washes are banned by most countries due to the hazardous nature of the waste (mercaptans, phenols, smell) and suppliers of caustic are unwilling to dispose of the waste since there are not many facilities remaining in the market. There is a company in Rotterdam that burns such waste in a high stack chimney and charges are approx \$200/kg and could have upto 1000kgs of sludge after a treatment operation. Under EU law you no longer allowed to transport such waste across EU borders.

I have located a Caustic supplier in Estonia who is testing the waste before they are willing to commit to supply and disposal service. We have performed some handblends on K10 (1200ppm-Mercaptans) and achieved 50pct drop in Mercaptans after 24 hrs. Alexela terminal are reluctant to allow us to perform this operation since they had a bad experience with Tintrade a few years ago who left the caustic solution and waste in the shoretank for 5-6 weeks which stripped the tank bottoms and lead to erosion of tank bottom and roof seals etc. Hopefully we will be able to convince Alexela to allow us to perform this operation providing we can stick to strict procedures for treatment and disposal of the waste.

Also am discussing with La Skhirra who may allow us to perform the operation and have located a supplier but just awaiting a decision whether they are willing to dispose of the waste, thereafter hope to receive a positive reply in the next few days.

Caustic Solution/Additives

Caustic Soda (high density) comes in varying concentration of Sodium Hydroxide (10pct, 15pct 20pct, 25pct and 30pct), we have been typically using the 15pct concentrate and injecting as 0.1/0.2 pct of the total cargo to be treated and adding 0.2pct Catalyst (have direct contact with supplier in US) to further boost the reaction rate.

Caustic attacks Aluminium and other pure metals so normally tank roofs and tank bottoms are epoxy coated to prevent erosion/reaction against non-steel parts. After such an operation it is inherent that the caustic/waste is removed after 3/4 days max.

There are Mercaptan Scavenger additives on the market but these tend to remove

mercaptans by approx 40ppm max thereafter additive is saturated and no longer reacts, after reaction this leaves low concentrations of residue on tank bottoms (negligible so no removal necessary).

Example

At FRCL if we were to treat 20kt of Naphtha then we would add 20mts of Caustic Soda Solution with 40kgs of Catalyst in the shoreline during the discharge of the cargo. Ideally you need to circulate the tank for 24/48 hours thereafter Caustic solution would settle at the base of the tank and would be drained. To protect the tank you could further add 20mts of water to the shoretank in order to wash tank bottoms/lines, thereafter perform a water drain. Caustic is supplied by a road truck and is drained back to the truck for disposal.

PMI Product

The PMI product has 1500ppm Mercaptans, high Gums, H2S, Cu Corrosion and low Oxidation stability. We can treat the H2S and Gum with Additive Inhibitors, and add antioxidants to stabilise the product to avoid deterioration/stability/color of product. And in theory, after reduction of Mercaptans this would automatically correct the Cu corrosion. Samples have just arrived in Fujairah today and have instructed some analysis and will have some results by Friday.

I am continuing investigations and discussions with terminals in order to see how we can optimize and progress on caustic washing, and will revert on the analysis of the PMI high sulphur product.

Rgds

From: Andy Hill
To: Leon Christophilopoulos
CC: Pierre Eladari; John Jacobson; Bill Stanley
Sent: Wed Feb 01 03:12:46 2006
Subject: Coker Naphtha - 1500 ppm Mercaptains

Leon,

About 2 years ago the fuel oil guys revamped a small crude unit at Stata Terminals which has acted as a low temperature fractionation unit to correct the flash on some heavy crude oils. I believe this unit belongs to Stata and is currently idle. Ray Porter, John Jacobson and Ventech Engineers were the people who made the conversion.

I went to Ventech and asked if the crude unit could be converted to a Merox Unit to treat the 1500 PPM mercaptains in the coker naphtha. With just a few hours to estimate the cost, Ventech verbally has said the following:

1. The unit can be converted to a Merox Unit. Obviously most of the equipment would be idle.
2. The mercaptains can be reduced to below 10 ppm.
3. Total sulfur is not reduced.
4. This conversion can be made in about 4 months.
5. A quick estimate for design, engineering, field supervision, procurement of equipment, installation, testing, caustic, chemicals, catalyst, etc comes to "less than \$1 million". If we pay Ventech they can give us a much better estimate of the cost in about 2 or 3 weeks.
6. The capacity of the Merox operation would be "about 4,000 b/d, maybe as much as 5,000 b/d".
7. The operation would require 2 men per shift, 24 hours per day. An agreement with Stata Terminals could be arranged for us to lease the unit and Stata to operate for us.

Let me know if you would like to develop this option further. It would not be cheap but it would work.

Andy

From: Jorge Troop
Sent: 01 February 2006 14:45
To: Leon Christophilopoulos; James McNicol; Jose Larocca
Subject: RE: Coker Naphtha - 1500 ppm Mercaptains

It all depends how long will PMI have this product available, Pemex themselves are not sure.

Will find out more about it and revert.

The conversion cost of 1 million will be paid on freight differencial only Caribbs vs AG.

It makes a lot of sense if availability will be there long term.

From: Leon Christophilopoulos
Sent: Wednesday, February 01, 2006 3:07 AM
To: James McNicol; Jose Larocca; Jorge Troop
Subject: Fw: Coker Naphtha - 1500 ppm Mercaptains

Shall we discuss?

From: Leon Christophilopoulos
Sent: 10 March 2006 23:05
To: Jose Larocca; Toula Gerakis
Cc: James McNicol; Naeem Ahmed
Subject: Caustic washing requirements

Does it make any sense to take on i/c a vessel that is about to be scrapped for something like \$5k/day (or am I dreaming) and park somewhere in WAF in order to carry out some of the caustic washings over there? I don't know how we dispose of the slops and I don't imply we would dump them, but for sure there must be some way to pay someone to take them. A ship that doesn't care about it's coatings and can re-circulate cargo and strip tanks should work very well.

Toula, is this a possibility?

Naeem, can u get caustic and catalyst where we need it for such an operation?

From: Toula Gerakis
Sent: 13 March 2006 09:15
To: Leon Christophilopoulos; Jose Larocca
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers
Subject: RE: Caustic washing requirements

5k per day I think you are dreaming as this is the opex cost of a vessel like this in WAF and if you add amortization of current scrap prices you get over double than that to start with.

In addition that implies you do not want insurance class p&l and you do not care if she sinks

From: Leon Christophilopoulos
Sent: 13 March 2006 11:32
To: Toula Gerakis; Jose Larocca
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers
Subject: RE: Caustic washing requirements

So at what number can we hire a bucket?

Sent: 13 March 2006 12:09
To: Leon Christophilopoulos; Jose Larocca
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers
Subject: RE: Caustic washing requirements

What size?

From: Leon Christophilopoulos
Sent: 13 March 2006 14:11
To: Toula Gerakis; Jose Larocca
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers
Subject: RE: Caustic washing requirements

Needs to treat 40,000m³ so 45,000m³ dog

-----Original message-----
From: Toula Gerakis
Sent: 13 March 2006 12:29
To: Leon Christophilopoulos; Jose Larocca
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers
Subject: RE: Caustic washing requirements

We have the La roux showing \$ 15,500 pd for 1 year dely promptish AG q88 attached and she has a couple of approvals We could also try and extend the Aristos which is expiring after this voyage. Not sure whether he would drop that much though.

Have not seen lower numbers for such size as yet.

-----Original message-----
From: Leon Christophilopoulos
Sent: 13 March 2006 14:31
To: Toula Gerakis; Jose Larocca
Cc: James McNicol; Naeem Ahmed; Chartering - Tankers
Subject: RE: Caustic washing requirements

Yes, but we need dogs. And cheap ones too

From: Toula Gerakis
To: [] Leon Christophilopoulos; Jose Larocca
Cc: [-] James McNicol; Naeem Ahmed; Chartering - Tankers
Bcc: [-]
Subject: RE: Caustic washing requirements

There are not many dogs built with 45,000 cbm space but will keep looking (bogias)

Original message -----
From: Naeem Ahmed
To: WhiteConsultantGroup
Cc: Tom Burke
Sent: Wednesday, March 22, 2006 1:47 PM
Subject: FW: Fax to Tankmed 17.3.06.doc

-Hi Steve

Hop you are well. Any possibility Dave Foster taking a trip immediately to La Skhirra/Tunisa to perform a PR Exercise to reassure guys about Odour during a recent caustic wash operation at the terminal?

Tks

From: WhiteConsultantGroup [mailto:WhiteConsultantGroup@mailme.ae]
Sent: 22 March 2006 10:00
To: Naeem Ahmed
Cc: Tom Burke
Subject: Re: Fax to Tankmed 17.3.06.doc

Dave flew out from Lagos on yesterdays Air France night flight arriving UK early hours this morning.No objections from my side for Dave to travel out to La Skhirra before end week I assume a 24 hrs stay- who does he need to contact and discuss with at TankMed SLIM BEN ABDALLAH ? Please fwd all contact details.

From: Naeem Ahmed
Sent: 22 March 2006 10:21
To: 'WhiteConsultantGroup'
Cc: Tom Burke
Subject: RE: Fax to Tankmed 17.3.06.doc

Tell him to contact Faycal Akroud - La Skhirra +216 74 295 367 / +216 98 414 885 (mob)

They desperately need someone down there tomorrow...ask Dave to call me to discuss

Tks

From: David Foster
Sent: 24 March 2006 11:46
To: Naeem Ahmed
Cc: 'Tom Burke'
Subject: La Skhirra
Importance: High

Naeem,

Please find attached the preliminary report for your urgent perusal. I am happy with the recommendations for future operations at the end, but we need something for the govt. guy later today for the current problem.

Faisal's boss in Tunis is chomping at the bit for some sort of report. I am not prepared to give anything to anybody until you have seen and approved it. Please have a look and call me on my mobile.

Best Regards
Dave Foster

ODOUR INVESTIGATION – LA SKHIRRA

The odour problem occurred on the 13th March and caused great distress to the local workers and population. An investigation was undertaken to try to determine the cause and prevent a recurrence.

Our superintendent attended at TankMed, La Skhirra on the 24th March. An inspection of the waste/sump pits where the problem first occurred was not helpful as there were no noticeable unwarranted odours present. The only odours were of Crude Oil and Gasoline. The manager of Trapas invited the interested parties to his office to smell the atmosphere, once again nothing was noted but he produced a gas detector which was calibrated for iso-butylethylene and readings were obtained. Although, low at the time, he explained that much higher readings were obtained when the smell was more noticeable.

The samples taken during and after the discharge of the vessel "Bow Prosper" were examined and a variation of colour was noticed. The most significant sample was the interface, when taken the sample was noted as being "reddish", now the sample was black and opaque. This indicates that some deterioration had taken place in the week following the sampling.

Two vessels had been treated by Caustic washing, M/T Zadar and M/T Bow Prosper. The former vessel had no problem with the odour at any time during or after the operation. The latter had a problem with both discharges. The difference between the two operations was the disposal of the interface.
M/T Zadar – the water bottoms were drained to the sump tank and the interface was pumped back to the Caustic Tank and was diluted with water. After 7 days the tank was slowly drained to the sump tank at a rate of ~1 Cu.M per day.
M/T Bow Prosper – the water bottoms were drained to the sump tank, followed immediately by the interface, because the Caustic Tank was being re-filled with material for the second part of the vessels cargo. The first draining was carried out on the 4th March and the first odours were reported on the 9th March. The second draining was carried out on the 12th March and the major problem occurred on the 13th March.

Due to the manufacturing process of the unleaded gasoline blendstock, a proportion of Di-enes are present. These chemicals are known for causing stability problems in oil products, and are the likely cause of the noxious odours being produced in the sump tank.

In order to alleviate the current odour problem, de-odorising chemicals are being investigated on an urgent basis. As soon as they are available, they are to be added to the sump tank.

Recommendations:

1. The interface should be transferred to the TankMed Slop Tank.
2. The interface should be diluted with water.
3. The tank should be left isolated for a period of one week to allow degradation to take place.
4. The material should then be odourised before disposal to the sump tank.
5. The disposal should be carried out slowly – 1Cu.M/day.

From: Naeem Ahmed
Sent: 24 March 2006 12:30
To: David Foster
Cc: 'Tom Burke'
Subject: RE: La Skhirra

I would prefer to leave this out :-

Due to the manufacturing process of the unleaded gasoline blendstock, a proportion of Di-enes are present. These chemicals are known for causing stability problems in oil products, and are the likely cause of the noxious odours being produced in the sump tank.

Rgds

From: David Foster
Sent: 24 March 2006 14:01
To: Naeem Ahmed
Cc: 'Tom Burke'; Jorge Marrero
Subject: RE: La Skhirra

Naeem,

Have removed the offending paragraph and will try to blag the Olefin side of the issue. As you will see I have added the paragraph from your fax to Salim. As discussed I will send this to Salim.

From: Naeem Ahmed
Sent: 03 April 2006 15:40
To: 'alicia.kuhn@univerusa.com'
Subject: Re : Caustic Soda Solution - Brownsville

Dear Alicia,

Following our telcon would like to confirm that we are looking to purchase approx 10,000 Gallons of 25pt Caustic Soda Solution.

Delivery to be made to Brownsville. Ideally would like delivery to be made in 300 gallon containers (totes?) and would use our engineers to empty and return containers (totes). We would need all 40 containers (totes) over 48/72hrs.

Please could give me a price indication and delivery dates from order, as well as MSDS sheets. We can make a prepayment for the whole delivery.

Trafigura Bunker BV, Amsterdam
c/o Trafigura London
Portman House
2 Portman Street
London

10

From: Naeem Ahmed [mailto:Naeem.Ahmed@Trafigura.com]
Sent: Wednesday, April 05, 2006 12:34 PM
To: Alicia Kuhn
Subject: RE: Re : Caustic Soda Solution - Brownsville

We are buying product from Pemex, we charter our vessel and purchase caustic to place and add to cargo tanks on board. We will appoint agents etc to coordinate operation and will forward details nearer the time.

Do you also sell 33pcnt concentrate?

Replies

Sent: 06 April 2006 16:38
To: Naeem Ahmed; Alicia Kuhn
Cc: Pam Griffin
Subject: RE: Re : Caustic Soda Solution - Brownsville

Confirmed - can you please verify that you need all 45 totes within 3 days. That would mean you will get a shipment the 22nd, 23rd and 24th of 15 totes each. Also, will this be exported? What will the end use be?

Pam Griffin
Inside Sales Representative
Univar USA
San Antonio, Tx 78219
Phone: (210) 333-2310
Fax: (210) 337-1411 C of A: (210) 337-7570

-----Original Message-----

From: Naeem Ahmed
Sent: 06 April 2006 16:11
To: 'Pam Griffin'; Alicia Kuhn
Subject: RE: Re : Caustic Soda Solution - Brownsville

Hi Pam,

I wish to confirm the order (will send a fax tomorrow) and request that you deliver 60 Totes to our agents in Galveston (fully-style address and contacts will be supplied tomorrow) by 21 April 2006.

We will be loading cargo of gasoline component in a vessel at Pemex Terminal/Brownsville, the Caustic Soda will be transferred from Shore to Ship and added to an empty tank on the vessel, port agents will be responsible for this operation. The empty Totes will be returned to shore and agents will coordinate the safe return to your depot.

This gasoline component will be washed (removal of mercaptans) with the caustic Soda en-route to final destination port (2/3 days); La Skhirra/Tunisia (North Africa). The Caustic Soda will be allowed to settle and will be drained into a caustic suitable sump tank on arrival at disposal which will be taken away by a chemical treatment company for re-treatment/safe disposal.

We are able to make pre-payment for the delivery if this assists your accounts department.

Many thanks for all your assistance in advance.

Best regards
Naeem Ahmed
For and on behalf of Trafigura Debeek Bv, Amsterdam

From: Maribel Costilla [mailto:Maribel.Costilla@univarusa.com]
Sent: 07 April 2006 16:20
To: Naeem Ahmed
Pam Griffin, Alicia Kuhn
Subject: FW: Re : Caustic Soda Solution - Brownsville

Naeem, my name is Maribel Costilla, and I also work with Pam and Alicia at Univar. I am needing to gather some more information to aid us with our export requirement. Can you please review the attached letter.

You are mentioning below that the product will be used to wash a gasoline component and the final destination would be La Skhirra/Tunisia (N. Africa); once there the caustic sod would be drained off and disposed of. Would it be possible to obtain the name of the company, contact person, and phone/fax number of the chemical treatment company that will dispose of the material once it arrives in Africa?

Also wanted to make mention that your agent must also be able to do a Dangerous Goods

Certification since product is hazardous.

If you have any questions please let me know.

Thank you..

Maribel Costilla
Inside Sales Representative

From: Naeem Ahmed [mailto:Naeem.Ahmed@Trafigura.com]
Sent: Friday, April 07, 2006 11:15 AM
To: Maribel Costilla
Cc: Pam Griffin; Alicia Kuhn
Subject: RE: Re : Caustic Soda Solution - Brownsville

Hi Maribel,

We will work on getting this form back but were advised that the Dangerous Goods Certification is normally done by supplier (Univar) ?

Please also advise exact volume/weight per Tote, many thanks

Many thanks
Naeem

From: Maribel Costilla
To: Naeem Ahmed
Cc: Pam Griffin; Alicia Kuhn
Sent: Fri Apr 07 18:45:34 2006
Subject: FW: Re : Caustic Soda Solution - Brownsville

Naeem,
Your company and your U.S. agent will be assuming all shippers responsibilities as stated in the attached letter that I sent to you previously. That is why it is necessary to for your agent to be able to do a Dangerous Goods Certification.

Let me know if you have any questions or concerns.

Christian Bastanzo
Sent: 11 April 2006 18:33
To: Naeem Ahmed
Cc: Jorge Marrero; Gene Hughes
Subject: RE: Re : ARI 100EXL - Order Ref PE0406

Before make a decision of what additive or intention you have to inject into the cargo I will like to be informed beforehand.
We don't have a vessel for this lifting yet and we don't know if Owners will allow us to do this.

How this is going to be injected?

Thanks
Christian

From: Naeem Ahmed
Sent: 11 April 2006 12:47
To: Christian Bastanzo
Cc: Jorge Marrero; Gene Hughes
Subject: RE: Re : ARI-100EXL - Order Ref PED405

We wil perform STS to MT Proba Emu on next lifting, when ewa have permission from Owners to add Caustic Soda Solution and Caustic Catalyst

From: Naem Ahmed
Sent: 11 April 2006 12:55
To: Christian Bastarzo
Cc: Jorge Marrero; Gene Hughes
Subject: RE: Re : ARI-100EXL - Order Ref PE0406

We will appoint an engineer and equipment that has been ordered will allow Caustic to be injected to a cargo tank, dont worry i will run through procedure with you.

If you want additives sent elsewhere although we can put this additive on performing vessel in Brownsville and transfer to Probio Emu during STS operation.

12/4/2006

From: Christian Bastarzo
Sent: 11 April 2006 18:58
To: Naem Ahmed
Cc: Jorge Marrero; Gene Hughes
Subject: RE: Re : ARI-100EXL - Order Ref PE0406

I would prefer to send this additives to Calveston as well since we don't know if Owners will or will not allow us to put this additive on board.

From: Jonas Kihlberg
Sent: Monday, April 17, 2006 10:03 AM
To: Megas Team; Jorge Troop; James McNicol; Pablo Lebedinsky; Christian Bastarzo; Naem Ahmed
Cc: Chartering - Tankers; BA Operations; Houston Oil Operations; Athens Staff
Subject: STS USG - Probio Emu / Moselle

All,

We unfortunately after working with both HLSI and Skagen trying to find a workable solution to lighter to the Probio Emu still have bad news. They both have come back to us rejecting the Probio Emu for STS in USG. Her mooring arrangement and open checks just make the STS operation too risky in the US with all the USCG attention should something go terrible wrong.

The options that comes to mind would be to do the operation off Aruba if our regular STS contractors will be able to do it. Or across dock in Statia.

Moselle could still load Brownsville and discharge to Probio Emu off Aruba or Statia. Don't know how to work the Caustic supply scenario.

ETA of Probio Emu to Calveston April 23rd. So we need to get sorted rather promptly.

Jones

From: Jorge Troop
Sent: 17 April 2006 10:15
To: Jonas Kihlberg; Megas Team; James McNicol; Pablo Lebedinsky; Christian Bastarzo; Naem Ahmed
Cc: Chartering - Tankers; BA Operations; Houston Oil Operations; Athens Staff
Subject: RE: STS USG - Probio Emu / Moselle

Ok then we load the Caustic Soda in Houston into Probio Emu and do STS outside the US in Aruba or Statia.

Christian, pls confirm CS can be loaded into PEmu in Houston.

-----Original Message-----

From: Jorge Marrero
To: Christian Bastanizo; Jorge Troop
Cc: Chartering - Tankers; Houston Oil Operations; Mogas Team; London Gasoline Operations;
Athens Ops; BA Clean Operations
Sent: Mon Apr 17 18:21:42 2006
Subject: RE: STS USG - Prob Emu / Moselle

Guys,

Apologies but it doesn't make any sense to make the Prob Emu ballast all the way up

Houston to take the Caustic soda and then ballast back to Aruba.

Alternatives are:

AAA Get the caustic soda containers on the M/T Moselle deck and then get the Moselle to meet the Prob Emu in Aruba.

BBB Get the caustic Soda containers on the M/T Moselle deck and send the Moselle to Curaçao to discharge on the Prob Emu and use the Prob Emu for something else.

Appreciate your comments / recommendations.

Thanks,
Jorge

-----Original Message-----

From: Leon Christophilopoulos
Sent: Monday, April 17, 2006 2:28 PM
To: Jorge Marrero; Christian Bastanizo; Jorge Troop
Cc: Chartering - Tankers; Houston Oil Operations; Mogas Team; London Gasoline Operations;
Athens Ops; BA Clean Operations
Subject: Re: STS USG - Prob Emu / Moselle

Toula/Jones, can we discuss this tomorrow. I think that with the Probas rejected by PMI
and La Skhirra refusing to discharge we are forced to sit one ship in the Med for washing.

What do u suggest as the way forward for the Moselle and the Prob Emu? Should we send
Moselle to Gib and charter the Prob Emu out?

From: Jonas Kihlberg
Sent: Monday, April 17, 2006 12:42 PM
To: Leon Christophilopoulos; Jorge Marrero; Christian Bastanizo; Jorge Troop; Toula Gerakini
Cc: Chartering - Tankers; Houston Oil Operations; Mogas Team; London Gasoline Operations;
Athens Ops; BA Clean Operations
Subject: RE: STS USG - Prob Emu / Moselle

Yes, I think we wait until tomorrow.

A couple of scenarios has come up.

-Christian trying to change delivery in Brownsville from FOB to Ex works thus eliminating
PMI clearance. If that's successful we could load Prob Emu in Brownsville as planned
provided that we obtain terminal clearance.

-There are possible other USG-TA cargo for Habanafit that could work for Prob Emu or for
Moselle should plan A work out.

From: Jorge Troop
Sent: Monday, April 17, 2006 4:37 PM
To: Jonas Kihlberg; Leon Christophilopoulos; Jorge Marrero; Christian Bastanizo; Toula Gerakini
Cc: Chartering - Tankers; Houston Oil Operations; Mogas Team; London Gasoline Operations;
Athens Ops; BA Clean Operations
Subject: RE: STS USG - Prob Emu / Moselle

PMI can't change to Ex Works, vessel still rejected.

From: Probo Koala [Probo.Koala@gtships.com]
Sent: 15 April 2006 16:26
To: Theologos Gamperakis
CC: 'PAA@Prime-marine.net'; 435761910@INTERNET-C.COM; Toula Gerakis; Capt. Manolis Manousaki; George Pantzavelis; Nikos Gerakis; Giannis.Karauskis; Savvas Pertsellis; PMM (E-mail)
Subject: RE: PROBO KOALA / TRAFIGURA TCP 25.10.04 / ETA+NOR

to: cpt. theologos gamperakis
fm: mv "probo koala"

good afternoon sir,

cnfirm rsvd yr msg and well noted.

brgds
master

TO: PROBO KOALA
ATTN: MASTER
CC: PRIME MARINE MANAGEMENT
ATTN: OPS

RE: PROBO KOALA / TRAFIGURA TCP 25.10.04 / ETA+NOR

GOOD AFTERNOON CPT,

GLAD TO ADVISE YOU THAT THE CAUSTIC SODA WASHING WAS SUCCESSFUL AND PLS IMMEDIATELY CABLE ETA NOTICE TO AGENTS AT LA SKHIRRA AND TENDER NOR ON ARRIVAL, THUS ENABLING US TO SEEK BERTHING PROSPECTS BUT LOOKS LIKELY BERTHING WILL BE ON ARRIVAL.

PLS ENSURE THAT ANY REMAININGS OF CAUSTIC SODA IN THE TANKS' INTERFACE ARE PUMPED INTO THE SLOP TANK TO THE BEST OF YOUR ABILITY AND KINDLY DO NOT, REPEAT DO NOT DISCLOSE THE PRESENCE OF THE MATERIAL TO ANYONE AT LASHKIRA AND MERELY DECLARE IT AS TANK WASHINGS.

PLS ACKNOWLEDGE RECEIPT AND COMPLIANCE AND KINDLY CALL THE UNDERSIGNED FOR ANY CLARIFICATION, IF ANY.

THANKS+REGARDS

CPT. THEOLOGOS GAMPERAKIS
AS AGENTS FOR AND ON BEHALF OF

-----Original Message-----

From: Leon Christophilopoulos
Sent: Tuesday, April 18, 2006 5:46 AM
To: James McNicol; Jorge Troop
Cc: Jose Larocca; Claude Dauphin
Subject: RE: PMI shit

1st washes were very good..Last ones not good enough (800 and 1300ppm respectively). Re-washing the last tanks now. Will have more results tomorrow.

-----Original Message-----

From: Leon Christophilopoulos
To: Jorge Troop
Cc: James McNicol; Jose Larocca; Claude Dauphin
Sent: Tue Apr 18 12:36:19 2006
Subject: PMI shit

Jorge, we are coming up with some problems regarding treating/disposing of the PMI naphtha out of Brownsville. We are now limited to caustic washing on a ship. La Skhirra where we were washing/discharging will not let us discharge this material anymore, so the ship we're using for washing is now converted to floating storage. We also still havent tackled how we will dispose of the washings on board the vessel washing the cargo.

Some things we need to find out:

1. What is the projected availability of this material beyond June? With only floating storage options we will become limited as to how much we can handle.
2. If necessary can we spread the loadings out to enable us to handle the barrels better.

We need to get some good info regarding the above to try to plan the handling better and avoid choking on this stuff.

From: Jorge Troop
Sent: Tuesday, April 18, 2006 7:02 AM
To: Leon Christophilopoulos; James McNicol
Cc: Jose Larocca; Claude Dauphin
Subject: RE: PMI shit

Will revert with answers tomorrow, should assume floating storage economics when we

bid for next avail.

-----Original Message-----

From: James McNicol
Sent: 18 April 2006 13:23
To: Leon Christophilopoulos; Jorge Troop
Cc: Jose Larocca; Claude Dauphin
Subject: Re: PMI shit

Skipper,

Have we tested both odour and mercaptans on the "catalyst washed" portion on board Probo.

If they are OK we could store the washed barrels in Milford Haven, more convenient for A92 + PMI Coker Naphtha.

If the catalyst + caustic is not working we need to find out why, inadequate mixing, higher concentration of mercaptans / H₂S in the feed ?

La Skhira have had a bad experience with washing the pre-treated barrel, if the treated barrel is OK then milford should be a good alternative.

From: Jorge Troop
Sent: Thursday, April 20, 2006 7:05 AM
To: Jorge Troop; Leon Christophilopoulos; James McNicol
Cc: Jose Larocca; Claude Dauphin
Subject: RE: PMI shit

Leon, avails for sure until November 2006, one cargo of 250 mb per month.

Transmontaine (owner of tanks) saying they can lower it down to 80 ppm for 4 dls X barrel as indicated to PMI, getting them to commit on this and have them do it for the may cargo and onwards.

From: Jorge Troop
Sent: 25 April 2006 16:57
To: Jorge Troop; Leon Christophilopoulos; James McNicol
Cc: Jose Larocca; Claude Dauphin
Subject: RE: PMI shit

Leon, PMI confirmed the May and June cargoes will have max 80 ppm mercaptans with a cost of 4.20 dls X barrel that I agreed.

They are confident it will be done, don't have details of the procedure yet just about what you and I discussed previously.

From: Leon Christophilopoulos Sent:25/04/2006 16:59

To: [-]Jorge Troop; James McNicol

Cc: [-]Jose Larocca; Claude Dauphin

Bcc: [-]

[]

Subject:Re: PMI shit

Stars in their eyes.

From: Claude Dauphin Sent:26/04/2006 08:45

To: [-]Jorge Troop; Leon Christophilopoulos; James McNicol

Cc: [-]Jose Larocca

Bcc: [-]

[]

Subject:RE: PMI shit

brilliant

/ Unknown

Trafigura

From: Christian Bastanzo
Sent: Friday, April 20, 2006 1:51 PM
To: 'Arizaga Ivan'
Cc: Houston Oil Operations; 'Ortiz Gilbario'; 'Fernandez Cristina'; 'Covarrubias Cesar'; 'Vazquez Vera Oscar'; Jorge Troop
Subject: RE: MT MOSELLA - COKEF OPERATIONS AT BROWNSVILLE / WATER RECEIVED

Please refer to the cargo of Unleaded Gasoline loaded on the Mosella on Apr 23rd. According vessel composite results the Mercaptan Sulphur was 2,014 ppm this is high way off of the typical 1577 ppm stated into the contract.

Last cargoes:
MT Bow Prosper M Sulphur 1442 ppm
MT Sesarma M Sulphur 1700 ppm
MT Mosella M Sulphur 2014 ppm

Trafigura is officially placing PMI on notice for all costs, damages and losses we may incur as a result of the huge discrepancy between Mercaptans.

We reserved the rights if further claim arise for this problem

Regards,
Christian Bastanzo
Trafigura AG

AMSTERDAM

19 June 2006

Naeem Ahmed phones APS, asking them to dispose of chemical waste

20 June 2006

follows up with email

Stuart Caine

From: Naeem Ahmed
Sent: 20 June 2006 10:43
To: 'Info@amsterdamportservices.nl'
Subject: Re : Gasoline Slops Disposal

Dear Mr Vonk,

Following our telcon and to re-iterate we would like to dispose between 200-250 cbms os Gasoline Slops (Majority is Water, Gasoline, Caustic Soda)

This is currently stored in the slops tank of our vessel, Mt Probo Koala which we would sail to the port of Amsterdam and discharge.

Please conform price and location/procedure of this operation.

Many thanks

Best regards
Naeem Ahmed
Trafigura Ltd
For and on behalf of Trafigura Beheer BV, Amsterdam

To : Trafigura Beheer BV, Amsterdam From : Bert Wolf
 Attn : Mr. Ahmed Naeem Our faxno. : 020-6118723
 Faxno. : 020 - 4488750 Dir. No. : 020-6130225
 Ref. : BW - " Probo Koala " - A
 Pag. : 1 Incl. frontpage Date : June 20, 2006
 Subject : 250 m³ gasoline/caustic soda washings of the Mv "Probo Koala"

Indien dit bericht op welke wijze dan ook wordt onderbroken, verzoeken wij u vriendelijk om telefonisch contact op te nemen.

Dear mr Naeem,

With reference to your request, concerning the slopdisposal of abm.vessel, you herewith receive our offer as follows:

Name of vessel	: Mv "Probo Koala"
Berth	: Amsterdam Port Services B.V., Petroleumhaven; Amsterdam
Date	: June, 2006
Product	: Gasoline/caustic soda washings; sediment < 1 %; TOCl < 1000 ppm; COD < 2000 mg/l;
Quantity	: Max. 250 cbm
Price in day/overtime	: € 5.200,00 / max. 4 hrs pumping
Connexion costs	: € 500,00
Quay dues	: € 5,00 / per meter / per 24 hrs
Operator	: € 85,00 / per hour in overtime (operator in daytime included)

Conditions:

- Vessel pumps slops into our installation
- Costs of analysis, environmental administration, customs and destruction are included
- This offer will expire 1 month after date of quotation.
- Payment: within 30 days nett, after invoice date; prices are exclusive V.A.T.
- All mentioned waste and/or goods are cleared through customs by the agent.

All our work is executed according our general terms, known to you. Amsterdam Port Services BV is only liable for damage according to her public liability policy.

From: Leon Christophilopoulos
 To: Jose Larocca; James McNicol; Naeem Ahmed; Jorge Marrero
 Sent: Wed Jun 21 20:24:14 2006
 Subject: PMI super naphtha

I've been thinking that we should consider spending some of our hard earned cash in the following way.

We should store the PMI crap on a ship in Gibraltar rather than take it to Milford Haven.
 Reasons are as follows:

0. A bucket with good cubes will cost us\$600k/mth sitting in Gib (\$18k/day + \$2k/day for a bit of gasoil for heating). The tanks in Milford will cost \$100k/mth so we need to recover \$500k/mth.

1. I think Gib is a much better location as far as positioning of the barrels is concerned. The Med has some extremely funky looking barrels available for WAF (Baltics have A92) and Milford is a 8 day deviation from Gib which at today's rates is \$250-300k per ship. In Q4 it could be \$350-400k per ship.

2. Milford will require at least one approval. The bucket in Gib will require no such thing.

3. In the winter russian barrels will get very light so topping up with that stuff might be tough. The Med should still have reasonable density barrels from France/East med/Black Sea.

The above coupled with no need to wash seem like good reasons to go this route.

Nikos is looking for suitable ships for this operation so we can run numbers.

This also makes sure Milford is open for any decent looking barrels if they appear.

Let's discuss.

From: Theologos Gampierakis
Sent: 26 June 2006 18:38
To: 'probo.koala@gtships.com'; '435761910@INTERNET-C.COM'
Cc: 'PAA@Prime-marine.net'; Athens Ops
Subject: PROBO KOALA / TRAFIGURA TCP 25.10.04 / SLOP DISPOSAL

TO : PROBO KOALA

ATTN: MASTER
CC : PRIME MARINE MANAGEMENT
ATTN: OPS

RE: PROBO KOALA / TRAFIGURA TCP 25.10.04 / SLOP DISPOSAL

GOOD AFTERNOON CAPTAIN,

'LS ADVISE THE ANTICIPATED FINAL QTY OF SODA TO BE DISPOSED OFF AT AMSTERDAM AFTER
WASHING THE SEAVINHA'S CARGO.

THANKS+REGARDS

PT. THEOLOGOS GAMPIERAKIS
IS AGENTS FOR AND ON BEHALF OF
TRAFIGURA BEHEER B.V.

Anita Spijkers

From: Anita Spijkers <aspijkers@bma-agencies.nl>
To: trafigura Beheer BV c/o Falcon Navi
Subject: m.t. Probo Koala
Date sent: Mon, 03 Jul 2006 09:16:46 +0200

gd mrg

Attn.: Mr Theologos Gampierakis

Approx. 250 cbm slops were discharged last night.
Analysis of this slops resulted into a c.o.d. content of 500.000.
Therefore the slopdisposal cost are extremely higher than offered viz.
euro 1000,-/cbm.

Will phone you to discuss the matter.

Kind regards
Anita Spijkers
Bulk Maritime Agencies B.V.

Anita Spijkers

From: Anita Spijkers <aspijkers@bma-agencies.nl>
To: trafigura Beheer BV c/o Falcon Navi
Subject: m.t. Probo Koala
Date sent: Mon, 03 Jul 2006 11:39:39 +0200

Attn.: Mr Theologos Gampierakis

Further to our email and telcon of this morning re. slops ex above vessel,
please note that Amsterdam Port Services informed that they require a
payment guarantee prior depature of the vessel due to the high amount.

Awaiting your further instructions.

Kind regards
Anita Spijkers
Bulk Maritime Agencies B.V.

Anita Spijkers

Subject: PROBO KOALA / RE-DELIVERY OF SLOP WASHINGS
Date sent: Mon, 3 Jul 2006 20:17:53 +0300
From: "Theologos Gampierakis" <Theologos.Gampieraki@trafigura.com>
To: <BMA@BMA-AGENCIES.NL>
Copies to: "Athens Ops" <AthensOps@trafigura.com>

TO: BULK MARITIME AGENCIES B.V.
ATTN: ANITA SPIJKERS

RE: PROBO KOALA / RE-DELIVERY OF SLOP WASHINGS

GOOD AFTERNOON ANITA,

FURTHER TO OUR TELECOM EARLIER THIS AFTERNOON, PLS BE ADVISED THAT WE HAVE
INSTRICTED THE SLOP BARGE TO RE-DELIVER THE SLOP WASHINGS BACK TO THE
VESSEL IN SUBJECT DUE TO THE HIGH COST OF DELIVERY AND PROCESSING AT
AMSTERDAM.

WASHINGS ARE TO BE KEPT ONBOARD AND SHALL BE DISPOSED OFF AT NEXT
CONVENIENT OPPORTUNITY.

BEST REGARDS

CPT. THEOLOGOS GAMPIERAKIS
IS AGENTS FOR AND ON BEHALF OF
TRAFIGURA BEHEER B.V.

10 aug 2006 9.34pm

Lagos

From: Daddo Maritime Services Limited [mailto:dms.operations@daddogroup.com]
Sent: 10 August 2006 09:34
To: athenstaff@trafigura.com; waftgasolineops@trafigura.com; Deji Romiluyi; Bola Worou; Stephen Mann; Phil Raven; Steve Carty
Subject: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Msg 5111/06 @ 09:34LT

Please find attached confirmation to deslop subject vsl, which has been put on hold by our Senior Operations Manager (Osade) until after completion of discharge to avoid complications which may arise from the exercise.

Best regards,

Dadmar Lagos

Lagos

10 August 2006 1.48pm

From: Steve Carty [mailto:Steve.Carty@comoditex.com]
Sent: Thursday, August 10, 2006 1:48 PM
To: Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delserve); Bola Worou (Delserve); Stephen Mann (Comoditex); Phil Raven (Comoditex)
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Please note that no de-slopping operations should be arranged in Nigeria without consultation with the Lagos office first.

Lagos

10 August 2006 11.57am

From: Theologos Gampierakis [mailto:Theologos.Gampieraki@trafigura.com]
Sent: 10 August 2006 11:57
To: Steve Carty; Athens Staff; WAF Gasoline Operations; Deji Romiluyi; Bola Worou; Stephen Mann; Phil Raven
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Steve,

Pls have a look on the attached correspondence.

We need to deslop the vessel. Pls advise where the objection lies.

Regards

Theologos

Lagos

10 August 2006 2.01pm

From: Steve Carty [mailto:Steve.Carty@comoditex.com]
Sent: Thursday, August 10, 2006 2:01 PM
To: Theologos Gampierakis; Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delserve); Bola Worou (Delserve); Stephen Mann (Comoditex); Phil Raven (Comoditex)
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Lagos do not have proper de-slopping facilities as shown by the fact that a barge was supplied and they wanted the Master to pump the slop overboard into an open tank, which he refused to do. The receiver of the slop may also try to sell it in the local market which has potential implications on us.

More importantly from my point of view is that Lagos is notorious for cargo theft with collusion by ship's Masters, and so any kind of ancillary operation such as this should only take place after all cargo on board has been discharged.

From: Theologos Gampierakis [mailto:Theologos.Gampieraki@trafigura.com]
Sent: 10 August 2006 12:29
To: Steve Carty; Athens Staff; WAF Gasoline Operations; Deji Romiluyi; Bola Worou;
Stephen Mann; Phil Raven
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Noted Steve and thanks for the clarification.

Should we proceed, if proper barging is found, with the delivery after completion of discharge?

Thanks
Theologos

From: Steve Carty [mailto:Steve.Carty@comoditex.com]
Sent: 10 August 2006 14:39
To: Theologos Gampierakis; Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delserve); Bola Worou (Delserve); Stephen Mann (Comoditex); Phil Raven (Comoditex)
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

In this instance due to the nature of the slop onboard I would prefer the slop to be discharged in a different port other than Lagos if possible.

From: Savvas Pertselis
Sent: Monday, August 14, 2006 6:50 PM
To: Steve Carty (Comoditex); Theologos Gampierakis; Athens Staff; WAF Gasoline Operations; Deji Romiluyi (Delserve); Bola Worou (Delserve); Stephen Mann (Comoditex); Phil Raven (Comoditex)
Cc: Paul Duncan; Jorge Marrero; Naeem Ahmed
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

For the sake of good order, and as no any barge available ,the slops will remain o/b.

From: Jorge Marrero [mailto:Jorge.Marrero@trafigura.com]
Sent: 15 August 2006 16:57
To: Stephen Mann
Cc: Paul Duncan; Naeem Ahmed; Theologos Gampierakis; Deji Romiluyi; Bola Worou; Phil Raven; Toula Gerakis; Savvas Pertselis; Steve Carty
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Stephen,

Further to discussions with Stephen M. today, please note that we still would like to discharge these slops soonest we can after discharge in Nigeria.

Appreciate if you can discuss with Daddo since we have holidays in Athens today and see if they can arrange for a barge to pick up the slops, preferably offshore Lome or as far as possible offshore Nigeria and within International Waters.

Thanks,
Jorge

From: Stephen Mann [mailto:Stephen.Mann@comoditex.com]
Sent: Tuesday, August 15, 2006 6:20 PM
To: Jorge Marrero
Cc: Paul Duncan; Naeem Ahmed; Theologos Gampierakis; Deji Romiluyi (Delserve); Bola Worou (Delserve); Phil Raven (Comoditex); Toula Gerakis; Savvas Pertselis; Steve

Carty (Comoditex)
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

I have spoken with the Operations Manager at Daddo, Mr Osade Ozonabor and he has advised that they will only be able to arrange for a barge to de-slop in Nigerian waters. Expect this to take place on Thursday as we expect the Probo Koala to complete at the SBM tomorrow subject to the usual ullage constraints.

He will also ensure that we get proper paperwork for receipt of slops.

15 August 2006

Naeem Ahmed contacted by Dutch police, asking for documentation of proper disposal of Probo Koala waste

Same day, Trafigura staff in Abidjan contacted to arrange disposal there

-----Original Message-----

From: Jorge Marrero
To: Stephen Mann
Cc: Paul Duncan; Naeem Ahmed; Theologos Gampierakis; Deji Romiluyi (Delserve); Bola Worou (Delserve); Phil Raven (Comoditex); Toula Gerakis; Savvas Pertselis; Steve Cartly (Comoditex); Claude Dauphin; Leon Christophilopoulos
Sent: Wed Aug 16 10:01:12 2006
Subject: RE: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping

Stephen,

I understand and share your concerns about doing this in Nigerian waters. If we can not manage to convince Daddo to do it outside Nigeria then please make sure that Daddo understand that we do not want any issues and proper clearances should be obtain in order to avoid any implications for the Trafigura or the vessel.

lets go ahead please and confirm this so we minimize any delays to the vessel.

Thanks,
Jorge

From: Leon Christophilopoulos Sent:16/08/2006 10:18
To: [-]Jorge Marrero
Cc: [-]Jose Larocca
Bcc: [-]
[]
Subject:Re: DA217/06 MT Probo Koala REF: 20951@ SBM Lagos - Desloping
Dude, pls call CD.

I spoke to him yesterday and he said NO to any such operation in Nigeria.

We go to Lome, charter a barge and bring it back to Nigeria for Daddo under a different name.

17 August 2006

email to Trafigura staff in Abidjan, copied to Ahmed, arranging for Salomon Ugborugbo to dispose of the waste in the Ivory Coast.

22 September 2006

Norway

Dave Foster to visit the terminal tomorrow.

We will be arriving in Bergen on the KLM Flight 1187 at 11:25 Hrs tomorrow Sep 25th.

We are planning to meet you at PD 127, N-5346 Agotnes (Slovaag) and then visit the terminal.

Please let us have your confirmation on these arrangements at your earliest convenience.

Rgds
Naeem ahmed
Trafigura Ltd

Mob + 44 7734 478975

-----Original Message-----

From: Naeem Ahmed
To: 'jostein@vesttank.no'
Sent: Fri Sep 22 10:57:14 2006
Subject: FW: Re : Chemical Waste Disposal Request / Quotation

Dear Jostein,

Following our telcon we would like to seek confirmation and obtain an approx cost for the disposal of some Chemical Waste - Byproduct of Merox Type Washing Operation - Naphtha is washed with Caustic Soda Solution (33pct Conc) - So the quantity of the byproduct will be approx 150 cbms of spent caustic containing very highlevels of mercaptan sulphur and balance approx 250 cbms of treated Naphtha, and maybe presence of some free water.

Typical Qualities :-

pH	13
Flashpoint	< 21 deg C
Calorific Value approx	12,000 KJ/KG
Total Sulphur	1.4 %
Total Fluorides	< 0.01 %
Total Bromine	< 0.01 %

We understand that whatever you quote is an approx cost only and will be subject to change when the Chemical Waste is actually tested etc, and the exact quantity unconfirmed (could be from 500 - 800 cbms)

Many thanks for your prompt response.

Best regards
Naeem Ahmed
Trafigura Ltd
For and on behalf of Trafigura Beheer BV, Amsterdam

From: James McNicol Sent:04/10/2006 00:07

To: [-]Jorge Marrero

Cc: [-]Leon Christophilopoulos; Jose Larocca

Bcc: [-]

Subject:FW: Coker Naphtha - 1500 ppm Mercaptains

showing that we looked at a processing alternative

-----Original Message-----

From: Jorge Troop
Sent: 01 February 2006 14:45
To: Leon Christophilopoulos; James McNicol; Jose Larocca
Subject: RE: Coker Naphtha - 1500 ppm Mercaptains

It all depends how long will PMI have this product available, Pemex themselves are not sure.

Will find out more about it and revert.

The conversion cost of 1 million will be paid on freight differencial only Caribbs vs AG.

It makes a lot of sense if availability will be there long term.