



REQUEST FOR OFFERS TO SELL GAS OIL

1. Buyer

COMPAÑÍA ADMINISTRADORA DEL MERCADO MAYORISTA ELÉCTRICO SOCIEDAD ANÓNIMA (CAMMESA) for and on behalf of Fondo Unificado Article 37 of Energy Law – Section 3 of Resolution N°2022/2005.

Avenida Madero 942 – Piso 1º, Ciudad Autónoma de Buenos Aires, Argentina

2. Seller

Please advise full style.

3. Quantity

400,000 m3 +/-5% seller's option (SO), with delivery laycan and lot definitions as described under "Delivery" point. CAMMESA reserves its right to purchase a higher or lower volume at its sole discretion.

4. Quality Specifications

Please note that the maximum sulphur content is 800 ppm.

Parameter	Units	Method	MIN	MAX
Aspect: (Test temperature: 20°C (October to April) y 15°C (May to a September))		ASTM D-4176	Clear and Bright—Pass	
	Haze rating	ASTM D-4176		1
Flash Point	°C	ASTM D-93	55	
Pour Point	°C	ASTM D-97		-6
Cinematic Viscosity @ 40°C	cSt	D-445	2	3.9
Micro carbon residue (on 10% destillation)	% weight	ASTM D-189 / D-4530		0.150
Water content (Karl Fischer Titration)	% weight	ASTM D-6304		0.020
Water and sediments	% weight	ASTM D-2709		0.050
Ash	ppm weight	ASTM D-482		50
Density	kg/l	ASTM D-4052	0.8200	0.8650
Heat of combustion, calorific value, net	kcal/kg	ASTM D-4868	10150	
Sodium + Potassium - (Na + K)	ppm weight	ASTM D-7111 / D-3605		0.30
Vanadium - (V)	ppm weight	ASTM D-7111 / D-3605		0.50
Lead - (Pb)	ppm weight	ASTM D-7111 / D-3605		0.20
Vanadium + Plomo - (V + Pb)	ppm weight	ASTM D-7111 / D-3605		0.50
Zinc (Zn)	ppm weight	ASTM D-7111 / D-3605		0.20
Vanadium + Zinc + Lead + Nickel - (V + Zn + Pb + Ni)	ppm weight	ASTM D-7111 / D-3605		1.0
Calcium - (Ca)	ppm weight	ASTM D-7111 / D-3605		2.0
Nickel - (Ni)	ppm weight	ASTM D-7111 / D-3605		0.20



Parameter	Units	Method	MIN	MAX
Sulphur	ppm weight	ASTM D-4294		800
Particulate contamination, membrane 5 microns abs filter	mg/l	ASTM D-6217		5
Particulate contamination, membrane 0,8 microns abs filter	mg/l	ASTM D-6217		15
Colour	#	ASTM D-1500		1.5
Destilation 10% vol recovered	°C	ASTM D-86		235
Destilation 50% vol recovered	°C	ASTM D-86		300
Destilation 90% vol recovered	°C	ASTM D-86		360
Oxidation Stability	mg/100ml	ASTM D-2274		1
Sediment by extraction	% weight	ASTM D-473		0.020
Neutralisation number	mg KOH/g	ASTM D-974		0.50
Copper corrosion, 3 hour at 50° C		ASTM D-130		1 B
Calculated cetane Index		ASTM D-976	50.0	
Aromatics	% vol	ASTM D-1319		30

Only for loaded cargoes: bidders shall submit attached to their offers the quality report of mother vessel composite sample complying with the specs and methods requested herein.

5. Delivery

Lots of 8,000 m³ as minimum and 50,000 m³ +/-5% as maximum shall be delivered DAP at one lightering area (Alpha/Delta) and/or one safe port in Ramallo (Xstorage) / Zarate (Vitco) range, or two safe ports in the same range. **Bidders shall define the delivery condition (1 lightering zone + 1 port / 1 port / 1 lightering zone / another) in the template table that is attached to this invitation.** Maximum acceptable variability range for volume at seller's option: +/-5%.

CAMMESA will consider the logistic costs to be borne by CAMMESA for the delivery condition stated by de bidder in its offer to evaluate the premium/discount for each cargo/lot and award the tender.

Delivery laycan as follows:

- 1. 100,000 m³ +/- 5% (SO) to be delivered during January 9th – 16th, 2023.**
- 2. 50,000 m³ +/- 5% (SO) to be delivered during January 17th – 20th, 2023.**
- 3. 100,000 m³ +/- 5% (SO) to be delivered during January 21st – 25th, 2023.**
- 4. 50,000 m³ +/- 5% (SO) to be delivered during January 28th – 31st, 2023.**
- 5. 100,000 m³ +/- 5% (SO) to be delivered during February 4th – 8th, 2023.**

For each delivery Bidder shall set a three-day binding delivery laycan within January 9th-16st, 2023.



Delivery term DAP shall be interpreted as having the obligations and responsibilities as laid out in Incoterms 2010.

Delivery shall include, as deviation at buyer's option to be declared in due course, the following STS zones (a) and additional ports in the following range (b):

- a. For Cabo San Antonio, Rada La Plata and Km 171 Parana River and
- b. For one or two additional ports Bahia Blanca-San Lorenzo.

All costs/charges/fees related to the mother vessel at STS area Alfa/Delta Zone plus one safe port Zarate/Ramallo shall be at the Seller's expense.

Lightering costs related to lightering vessel if any to reach draft restriction (standard STS operations for MR vessels) shall be borne Buyer.

If Buyer requires any additional STS area and/or discharge port, all costs will at the expense of Buyer. Cost shall be calculated as a freight differential from load port using the Worldscale rate as per charter party and the corresponding flat rate.

If the Vessel has not been voyage chartered or if the freight is a lumpsum, additional port rates must be submitted for Buyer's acceptance. Such estimation shall be informed within 48 hours after the reception of Buyer's request and shall include bunker costs, all port costs, including but not limited to port dues and towage, agency costs, time of deviation.

Seller shall make its best effort to charter the vessel as per Worldscale rates.

6. Nomination of Vessel

No less than 5 days prior to start loading operation, Seller shall provide Buyer with the following:

- (a) Q88 form updated, including the name of the vessel, date built, summer deadweight and cargo tank capacity excluding slops.
- (b) Last three cargoes must be informed clearly.
- (c) Approximate quantity to be loaded.
- (d) The loading terminal laydays and the ETA at discharge port.
- (e) The dimensions (length and beam) of the vessel and its estimated sailing draft on completion of loading.
- (f) Charter party and demurrage rate.
- (g) Country of origin and load port; both shall be informed clearly.

Providing that the cargo is already loaded or loads before December 22nd, 2022, bidders shall submit the aforementioned information and ETA at discharge port with the offer.

7. Vessel

TBN to be accepted by Buyer. Buyer shall have the right to reasonably reject the nominated vessel. Buyer shall have the right to reject vessels under United Kingdom flag. International Transport Workers' Federation (ITF) Certificate must be sent if is requested for vessels sailing under flag of convenience.

Nominated vessel shall be able to reach 34 ft after one single lightering operation (STS) of 12,000 cubic meters.

**8. Lightering vessels**

Nominated vessels to perform STS operation are:

1. Punta Quilla
2. Nida Star
3. Punta Mogotes
4. Tosna Star

Please, confirm if the abovementioned vessels are accepted by Seller.
Q88 form for each of the abovementioned vessels are attached.

Seller and Buyer shall appoint an agent at discharge port by mutual agreement.

9. Price

The price shall be based on NYMEX New York Harbor ULSD Energy Futures Contract (formerly the NYMEX Harbor No 2 Heating Oil Composite Energy Future Contract) plus a premium or a discount seated by the Seller, as per below.

10. Pricing calculation

The pricing period will be the average of all NYMEX NYH ULSD Futures Contract settlement quotations as stated in the following.

Cargo	Delivery period / laycan	Pricing period	NYMEX NYH ULSD Futures Contract
1	January 9th – 16th, 2023	December 20 th , 21 st , 22 nd , 23 rd , 27 th	February 2023
2	January 17 th –20th, 2023	December 28 th , 29 th , 30 th , January 3 rd , 4 th	February 2023
3	January 21 st –25th, 2023	January 4 th , 5 th , 6 th , 9 th , 10 th	February 2023
4	January 28 th –31st, 2023	January 11 th , 12 th , 13 th , 17 th , 18 th	February 2023
5	February 4th–8th, 2023	January 19 th , 20 th , 23 rd , 24 th , 25 th	February 2023

The price will be based on posted days within the relevant pricing period (all non-posting days shall be ignored).

To convert the unit price from US cents per gallon to US dollars per cubic meter at 15°C the conversion factor to apply will be 2.641778.

Price in USD per cubic meter must be rounded up to 4 (four) decimal places as follows:

- (a) If the fifth decimal place is 5 (five) or greater, the fourth decimal place shall be rounded up to the next numerical digit; and
- (b) If the fifth decimal place is less than 5 (five), the fourth decimal place shall remain unchanged.

11. Payment

Prepayment. Cash against documents, no later than 3 calendar days before ETA at STS area, never earlier than 3 calendar days before the first day of the delivery laycan, to be made on



basis of B/L volume. For payment purposes, ETA must be reported by the vessel (or agency or Seller) every 24 hours since the 5th day after departure from loading port.

Once the parties have agreed the amount of the final balance due to the Seller or Buyer (including demurrage), the result will be issued by way of a credit/debit note. Such credit/debit note will contain only one item: "Other operational costs". The owing party agrees to pay such balance within fifteen (15) working days after the receipt of said credit/debit note.

12. Mandatory Documents

(1) Before payment

- a. Providing that the cargo is already loaded, bidders shall submit copy of the original certificate of origin issued by exporter with their offers. After award suppliers shall send all documents and information requested under paragraph 16(2) herein.
- b. No later than 5 working days after B/L date at load port Seller shall send:
 - Bill of landing at load port and certificate of origin (COO) issued by exporter. If the product has more than one origin country, COO shall include the exact percentage (%) of the product that comes from each country.
 - All the documents and information requested under paragraph 16(2) herein.
- c. Buyer shall receive from Seller copies of the original invoices, B/Ls and freight certificates 5 Argentine working days before vessel's ETA. Seller shall issue one invoice per each B/L.

The invoices shall include the following information:

- Shall be issued in letterhead (company slogan)
- Invoice character (original)
- Invoice number
- Place and date of issue
- Terms of sale (DAP)
- Supplier data (fullstyle – tax identification – address)
- Customer data (CAMMESA data) (fullstyle – tax identification – address)
- Name of the vessel
- Bill of lading date
- Product description (gas oil NCM 2710.19)
- Quantity in m3
- Unit price (USD/m3)
- Total amount (FOB - freight - insurance – total amount)
- Beneficiary bank – account number – swift
- Terms of payment: at sight (if prepayment)
- Due date

If Seller fails to comply with the required documentation and therefore CAMMESA is unable to pay on ETA-3 days as a direct result thereof, payment day will be deferred until two Argentine working days after CAMMESA receives such copies properly done. CAMMESA will not make



any procedure to offset Seller's failure on this requirement (for example, pay against Seller's letter of indemnity).

(2) After payment

Due to Argentina's regulations, the following mandatory documents shall be received by Buyer no later than one Argentine working day after payment:

- Original/copy of commercial invoice with freight and insurance amount issued to CAMMESA
- 3/3 Original B/Ls duly issued or endorsed to the order of CAMMESA plus 4 (four) non-negotiable copies. B/Ls must include full name and position of the person who signs the endorsement.
- Copy of Load Certificate
- Original Freight Certificate
- If the origin of the product is MERCOSUR, Customs Declaration (DUE)

CAMMESA will use these original documents to manage customs procedures during two Argentine working days in order to be able to discharge the product.

If necessary, Seller shall give authorization to the maritime agency to issue B/Ls locally in Argentina.

Buyer will report to Seller the B/L split at reasonable time. It will be based on the discharge plan or the operational needs.

The following legend/options for discharge ports shall be included in each B/L issued: Delta zone and/or Alpha zone and/or Bravo and/or Common Zone and/or San Nicolas and/or Bahia Blanca and/or San Lorenzo and/or Campana and/or Buenos Aires and/or La Plata and/or km 171 Parana Guazu and/or Ramallo and/or Zarate, Argentina.

Seller will be notified when the payment has been made. Immediately after payment, Buyer will send the SWIFT of the transfer by email.

If Seller fails to comply with the required documentation (originals or copies) and therefore the cargo is unable to be discharged as a direct result thereof, any extra costs for Buyer during the waiting period before the commencement of discharge, including demurrage but not limited to it, shall be borne by Seller. Should such breach occur, Buyer reserves the right to prioritize the discharge operation of other vessels, which have properly complied with all requirements to unload the product, in order to secure gas oil supply to the Argentinian Electricity System.

13. Laytime

36 hrs + 6 hrs Notice of Readiness (NOR) at STS area (Alpha/Delta) SHINC + 6 hrs NOR at discharge port (Zarate/Ramallo) SHINC.

Upon anchorage at customary berth, waiting area or so near thereto as the vessel may safely get, the vessel's Master shall tender to Buyer or to discharge terminal NOR to discharge hydrocarbons berth or no berth.



NOR shall not be given until the vessel is anchored and ready in all respects to discharge and Seller has properly submitted the mandatory documents listed in clause 12 (2) herein.

14. Demurrage

As per performing charter party rate to be informed to Buyer upon vessel nomination.

If the performing vessel has not been voyage chartered, demurrage shall be the daily hire plus bunker costs duly informed and documented to Buyer at the moment of vessel nomination. Buyer and Seller are to agree on such reasonable demurrage rate.

Any delay due to bad weather will count as one-half running laytime or, if the vessel is on demurrage, as one-half time on demurrage. If vessel's charter party states that laytime or demurrage due to bad weather is shared 50/50 between charterers and shipowner, then Buyer will share the 50% payable by Seller (i.e. 25% of the laytime/demurrage for bad weather will be borne by Buyer).

For purposes of demurrage calculation, laytime at STS operations and safe berth discharges shall run until disconnection of hoses.

Regarding laytime and demurrage:

(1) The following shall serve to establish commencement of laytime:

- If NOR is tendered within the delivery laycan, laytime shall commence when vessel is all fast at the lightering vessel/discharge port or when six running hours have expired since valid NOR was tendered, whichever occurs first.
- If NOR is tendered before the first day of the delivery laycan, laytime shall commence at 06:00 am local time on the first day of delivery laycan or when vessel is all fast at the lightering vessel/discharge port, whichever occurs first.
- If NOR is tendered after the last day of the delivery laycan, laytime shall commence when vessel is all fast at the lightering vessel/discharge port. Any time consumed in waiting for the lightering vessel to start discharge operation, if any, will always be borne by Seller.

(2) If by the time NOR is tendered Seller has not duly submitted the Mandatory Documents (originals and copies, as described in clause 12 herein), and therefore unloading operations are unable to start before the end of delivery laycan, laytime shall not start until vessel is all fast at the lightering vessel. CAMMESA will make its best efforts to start discharge operations as soon as possible, always prioritizing the security of Argentina's Electricity Market.

15. Inspection

(1) Discharge port / lightering area

Costs split 50/50 between Seller and Buyer, at discharge port. Inspection company to be designated by mutual agreement.

(2) Load port (only for product that has not been loaded in the delivery vessel)



Buyer shall have the option to appoint -on its own expense- an inspection company to supervise and/or perform quality (sampling and analysis based on composite and/or tank by tank) of the cargo at load port. For such purposes, Seller shall provide Buyer -no less than 5 days prior to start loading operation- with name of the vessel, load port, load terminal and loading date. Seller shall authorize any representative of the inspection company to enter the facilities for quality control procedures.

16. Q&Q Determination

(1) Quantity measurement at discharge zone / port

a. Where the product is delivered from Seller's vessel directly into static shore tanks (that is, shore tanks to or from which no product is being pumped other than the product being delivered), the quantity of the product delivered shall be determined by shore tank gauging.

b. Where the product is delivered from Seller's vessel into active shore tanks (that is, shore tanks where product is in movement, being pumped in/out of the tank during the discharge operation), the quantity of the product shall be determined by the vessel's discharged figures applying its Vessel Experience Factor (VEF) at discharge port.

c. Where the product is delivered from Seller's vessel into lightering vessels the quantity of the product delivered shall be determined by the mother vessel's discharged figures applying its VEF. If the mother vessel doesn't have a valid VEF, the product delivered into lightering vessel shall be determined by shore tank gauging at its final discharge. In this case, if the product is finally discharged into active shore tanks, the quantity shall be determined by the lightering vessel's discharged figures applying its VEF at discharge port firstly, or without applying VEF if it is missing or is not valid.

(2) Quality test at discharge zone/port

As per Quality Specifications displayed on clause 4 herein, based on a composite sample of the product. The sample will be taken by independent inspector or in his presence, from the vessel's tanks at lightering area and/or the discharge port immediately prior to the start of discharge. Procedures will be in accordance with the test method(s) referred to in Quality Specifications table. If no test method is set out, procedure shall be in accordance with current Approved Industry Practice by mutual agreement.

Seller shall send to Buyer within 5 days of completion of loading:

- Quality report of mother vessel based on composite sample at load port as per requested specs and methods as per clause 4 herein.
- Quality report of sulphur content by ASTM D-4294 and density by ASTM D-4052 for each tank of the mother vessel.
- Vessel ullage determined by a first-class independent inspection company, duly signed by a representative of the stated company.

Acceptable inspection companies at loading port are SGS, Bureau Veritas, Saybolt, Intertek, Camin Cargo. Any other will be submitted to Buyer's acceptance.

If loading operation involves more than one load port and/or different qualities of product



that fail to comply with CAMMESA's specifications (to be blended on board), at least 5 days before the start of loading operation, Seller shall send Buyer the following information:

- The quality of every shore tank involved in loading operation.
- The loading detail/plan programmed (i.e. inform quantity to be loaded from every shore tank to every vessel tank).
- The loading operation plan in order to ensure homogeneous mixing in vessel tanks (meaning that every tank shall comply with CAMMESA's specifications).

It will be Buyer's option to perform analysis based on the vessel composite and/or on samples taken tank by tank of mother vessel before starting discharge operation at lightering area and/or discharge port. In this case, time spent on quality determinations at discharge port - including demurrage of mother vessel but not limited to it- shall be borne by Seller.

If the cargo is out of specification or not homogeneously mixed in every tank, CAMMESA reserves its right to refuse the cargo and all costs, damages and expenses shall be borne by Seller.

On the contrary, the verification of compliance with CAMMESA's specifications for products and homogeneous mixing in vessel tanks will lead to a new valid NOR, which will be settled at the time when both parties receive the results by email. This will be the only one valid NOR to establish commencement of laytime.

- If this valid NOR is tendered before the first day of the delivery laycan, laytime shall commence at 06:00 am local time on the first day of delivery laycan or when vessel is all fast at the lightering vessel/discharge port, whichever occurs first.
- If this valid NOR is tendered within the delivery laycan, laytime shall commence when vessel is all fast at the lightering vessel/discharge port or when six running hours have expired since valid NOR was tendered, whichever occurs first.
- If this valid NOR is tendered after the last day of the delivery laycan, laytime shall commence when vessel is all fast at the lightering vessel/discharge port. Any time consumed in waiting for the lightering vessel to start discharge operation, if any, shall be borne by Seller.

17. Risk and Property

Risk of the Product delivered under this agreement shall pass from Seller to Buyer as the product passes the permanent flange/hose connection of the mother vessel at discharge port or lightering zone.

Property of the Product delivered under this agreement shall pass from Seller to Buyer when the title is transferred through the B/L endorsement.

18. Independent Companies

Buyer and Seller are independent companies, and nothing stated in any document of the transaction shall be construed to place them in the relationship of partners, principal and agent, or joint venture.

The Parties expressly and unconditionally acknowledge that their personnel as well as their subcontractors and their personnel shall not be considered as employees of the other Party. Either Party shall not be liable for any damages caused by any dependent of the other Party or its subcontractors.



Either Party (“the indemnitor party”) shall indemnify and hold the other Party, its agents, employees and/or officers (“the indemnified party”) harmless of any claim, in court or out of court, or demand for liability arising from indemnitor Party’s employees, dependents, officers, sub-contractors, or personnel against the indemnified party arising out of, or in connection with, the execution of the agreement.

19. General Terms and Conditions

All other terms and conditions not expressly stated or inconsistent with this tender invitation shall be as per BP Global Oil Americas - general provisions for purchase and sales 2008 edition. References to “DES” in these general provisions shall also be deemed to be references to “DAP”.

20. Scheme of Presentation

The attached Excel file “CAMMESA_OFFER_Gas Oil.xlsx” is the template in which your offer shall be submitted. Please, send your offer in a PDF encrypted file or in a 7-zip encrypted file that contains a PDF file. Your offer shall include all the considerations to be taken into account, always in accordance with CAMMESA’s conditions. Please do not write any information about the offer in the email nor the password of the encrypted file.

The maximum size of the email sent by the participants shall be 8 MB, to be received by CAMMESA.

After the period set to send the offers has elapsed, CAMMESA will request the bidders that have sent their offers within such required period to send their passwords by email. Bidders shall send the password within 20 minutes after receiving CAMMESA’s request to do so.

Provided that the vessel is already loaded, the bidder shall submit with the offer:

- **Quality report of mother vessel composite sample complying with the specs and methods requested in clause 4 herein.**
- **Copy of the original certificate of origin issued by exporter.**

Providing that the cargo is already loaded or will load before December 22nd, 2022, bidders shall submit with the offer: nomination of vessel with all the information listed in clause 6 (Q88 and daily demurrage cost) and ETA at discharge port.

21. Offers

Offers shall be sent on **December 13th, 2022, from 12:00 m. to 1:00 p.m. Buenos Aires** time to [gasoilender@cammesa.com.ar](mailto:gasoiltender@cammesa.com.ar) with **no copies to any other email address**. Offers sent after 1:00 p.m. Buenos Aires time will not be considered.

Validity: until December 14th, 2022, 5:00 p.m. Buenos Aires time.

22. Submission and Offers Validity

The submission of Offers entails the full knowledge and pure and simple acceptance by the Bidders of each and every condition set forth herein, without the Bidders being entitled to allege thereafter any errors they may have incurred upon drafting their Offer, or doubt or ignorance of the required conditions and/or applicable provisions. The submission of Offers does not create any rights whatsoever in favor of the Bidders, or any obligations or liability whatsoever for CAMMESA.



CAMMESA may, either in the opening act or during the subsequent evaluation of Offers, reject those Offers subject to any conditions or that do not comply with the terms and requirements set forth herein.

23. Award

CAMMESA reserves its right to award, at its sole discretion, in total, partially or not to award this tender.

CAMMESA, at its sole discretion, reserves its right to not award more than one cargo to a bidder that has never supplied fuel to CAMMESA.

24. CAMMESA's contacts (once the tender has been awarded)

To start communications under this agreement, Seller shall send an email to the complete CAMMESA's contact list displayed in the following table before the 3rd New York banking day after the award of this tender and maintain CAMMESA's contacts list in all its emails:

Business Division	Contact name	e-mail	Phone number	Mobile number
Trading and pricing	Marcela Sacavini	marcelasacavini@cammesa.com.ar	+54 11 4319 3787	+54 9 11 2594 6758
Operations and Demurrage	Alexis Liboa	alexisliboa@cammesa.com.ar	+54 11 4319 3475	+54 9 341 636 5882
	Juan Larrondo	juanlarrondo@cammesa.com.ar	+54 11 4319 3776	+54 9 11 2297 3984
	Alejandro Hippe	alejandrohippe@cammesa.com.ar	+54 11 4319 3709	+54 9 11 5920 8528
	Pablo Tonucci	pablotonucci@cammesa.com.ar	+54 341 495 8300	+54 9 341 769 0098
	Federico Isla	federicoisla@cammesa.com.ar	-	+54 9 11 5161 7431
Mandatory Documents management (clause 12)	Sergio Ferrero	sergioferrero@cammesa.com.ar	+54 11 4319 3770	-
	Magalí Balut	magalibalut@cammesa.com.ar	-	-
Natural Gas and Fuel Manager	Claudio Randone	claudiorandone@cammesa.com.ar	+54 11 4319 3723	-
Natural Gas and Fuel Coordinator	Fernando Passini	fernandopassini@cammesa.com.ar	+54 11 4319-3750 int. 750	+54 9 11 3091 4552

Only for contracts:

Contact name	e-mail	Phone number	Mobile number
Fernando Passini	fernandopassini@cammesa.com.ar	+54 11 4319-3750 int. 750	+54 9 11 3091 4552
Marcela Sacavini	marcelasacavini@cammesa.com.ar	+54 11 4319 3787	+54 9 11 2594 6758

All notices, invoices and other communications under this agreement sent to other addresses and/or contacts must be deemed of no legal effect.

All notices, invoices and other communications under this agreement must be deemed given on the date of the addresses' receipt and shall be given by email.