

APPENDIX 3

OCEAN FREIGHT - On Basis 'FULL LINER TERMS HOOK TO HOOK

Sr. No.	Description of Required Services	Quantity (CBM, M. tons, Containers)	Rate (US\$ / M. ton / CBM)	Total Cost USD (millions)
2.A.1	SPECIALISED BREAK-BULK CARGO INCLUDING HEAVY! OVER DIMENSION EQUIPMENT & MACHINERIES ITEMS: Costs of Shipment from Load port of Italy to Discharge port of Port Qasim, Pakistan (OCEAN FREIGHT + BUNKER SURCHARGE etc.)	44,317 CBM / 8283 M. TONS (By Specialised Project Carrier Ships)	US\$ 125.00 per FRT	5.540 million
2.A.2	GENERAL BREAK-BULK CARGO: Costs of Shipment from Load port of Italy to Discharge port of Port Qasim, Pakistan (OCEAN FREIGHT + BUNKER SURCHARGE etc.)	17,500 CBM / 7500 M.TONS (By General Break Bulk Ships)	US\$ 105.00 per FRT	1.838 million
2.B.1	CONTAINERISED CARGO: Costs of Shipment of 40ft Standard Dry Containers from Load port of Italy to Discharge port of Port Qasim, Pakistan through regular Container Lines Carriers (OCEAN FREIGHT + BUNKER SURCHARGE + CURRENCY ADJUSTMENT CHARGE etc.)	50% of 7256 CBM / 4196 M.TONS (By 190 Nos. Standard Dry Containers of 40ft on basis of estimate of 11 M.Tons average per container)	US\$ 1,300 per Standard Dry Container	0.321 million
2.B.2	CONTAINERISED CARGO: Costs of Shipment of 40ft Open Top Containers from Load port of Italy to Discharge port of Port Qasim, Pakistan through regular Container Lines Carriers (OCEAN FREIGHT + BUNKER SURCHARGE + CURRENCY ADJUSTMENT CHARGE etc.)	50% of 7256 CBM / 4196 M.TONS (By 191 Nos. Open Top Containers of 40ft on basis of estimate of 11 M. Tons average per container)	US\$ 2,600 per Open Top Container	0.497 million
		SUB-TOTAL (EX-NAPLES PORT, ITALY TO CFR (On Basis FULL LINER TERMS HOOK TO HOOK) PORT QASIM. PAKISTAN)		8.196 million

APPENDIX 4

Site Management

1. The Provision of site management at Naples up to 31 January 2009 will be charged by the Contractor on the basis of pre-agreed and X approved man day rates.
2. From 1 February 2009 the provision of management services at X refinery site will be absorbed within the Contractor's tonnage (Frt) and Container rates.
3. The provision of site management is based on a three person team which will be based in X site until all cargo has left the X site.
4. The Contractor's site management is solely contractually bound to X, thus may not be able to enforce or implement changes, which may be needed to optimize safety of X's cargo and its safe conveyance from X site to Pakistan. If such changes or recommendations are made, the Contractor may require X's assistance in the passing such instructions to X or its dismantlers.
5. While X is contractually bound to X only it will provide recommendations on document preparation, cargo handling, stowage as well as HSE matters to other parties participating in dismantling and export of refinery.

