



MEDITERRANEAN SHIPPING COMPANY S.A.
12-14, chemin Rieu - CH -1208 GENEVA, Switzerland
website: www.msc.com

SEA WAYBILL No.**MEDUGK563567**

NON-NEGOTIABLE COPY

"Port-To-Port" or "Combined Transport"(see Clause 1)

NO.& SEQUENCE OF SEA WAYBILLS

NO. OF RIDER PAGES

0 Zero

SHIPPER:
IKEA ITALIA DISTRIBUTION SRL
STRADA TORRE DELLA RAZZA 151

Phone: +390523629469
eMail: finances.italy.it@ikea.com

Piacenza, 29122

CONSIGNEE: This B/L is not negotiable unless marked "To Order" or "To Order of ..." here.
NORTHERN BIRCH LTD
Phone: +97298928888
Fax: +97298350867
eMail: rachel@by-ikea.co.il

Poleg Industrial Zone 1 Giboray IS Netanya

Netanya, 4250401

NOTIFY PARTIES : (No responsibility shall attach to Carrier or to his Agent for failure to notify - see Clause 20)

NORTHERN BIRCH LTD
Phone: +97298928888
Fax: +97298350867
eMail: rachel@by-ikea.co.il

Poleg Industrial Zone 1 Giboray IS Netanya

Netanya, 4250401

VESSEL AND VOYAGE NO (see Clause 8 & 9)

MSC POLINA - AE531A

PORT OF LOADING

Ravenna

PLACE OF RECEIPT: (Combined Transport ONLY - see Clause 1 & 5.2)

XXXXXXXXXXXXXXXXXX

BOOKING REF. (or) SHIPPER'S REF.

002-DSO-S10000606626

PORT OF DISCHARGE

Ashdod, Israel

PLACE OF DELIVERY: (Combined Transport ONLY - see Clause 1 & 5.2)

XXXXXXXXXXXXXXXXXX

CARRIER'S AGENTS ENDORSEMENTS: (Include Agent(s) at POD)

FRT ELSEWHERE Freight forwarder reference # 002-DSO-S10000606626

SHIPPER'S LOAD, COUNT AND SEALED

FCL/FCL

Lloyds/IMO Number: 9376141

This carriage is subject to the MSC Sea Waybill or Bill of Lading Terms and Conditions found at the back of this document, as well as to the MSC Agency Terms and Conditions available at www.msc.com/en/carrier-terms which are incorporated by reference

DUE TO DANGER OF CONFISCATION, WARRANTED VESSEL IS NOT TO CALL AT PORTS AND NOT TO ENTER THE TERRITORIAL WATERS OF SYRIA, LEBANON, IRAQ, SAUDI ARABIA, YEMEN, SUDAN, LIBYA OR OTHER ARAB COUNTRIES EXCEPTING EGYPT AND JORDAN PRIOR TO UNLOADING IN ISRAEL UNLESS IN DISTRESS OR SUBJECT TO FORCE MAJEURE

7 DAYS FREE DETENTION THE FIRST 5 DAYS \$ 21/20' + 32/40' X DAY AFTER 14 DAYS \$ 31/20' + 46/40' X DAY THEREAFTER \$ 35/20' + 56/40' X DAY FOR REEFER CNTR + HAZARDOUS 3 DAYS FREETHEREAFTER \$ 85/20' + 100/40' X DAY

[Continued in the Description section]

PORT OF DISCHARGE AGENT:

MSC (ISRAEL) LTD. Manrav House

HADAROM CONTAINER TERMINAL

KHALUTSEI HA-TA'ASIYA, 2

Ashdod, 7759222

Ph: +972 89391500

PARTICULARS FURNISHED BY THE SHIPPER - NOT CHECKED BY CARRIER - CARRIER NOT RESPONSIBLE (see Clause 14)

Container Numbers, Seal Numbers and Marks	Description of Packages and Goods (Continued on attached Bill of Lading Rider pages(s), if applicable)	Gross Cargo Weight	Measurement
MSD8250372 40' HIGH CUBE Seal Number: H2080034	<p>Second Notify Party: IKEA SUPPLY SERVICES (SWEDEN) AB Ikeagatan 7 b Almhult, 343 36</p> <p>continued from Carrier's Agent Endorsements</p> <p>LINER OUT IMPORTANT: A significant equipment imbalance surcharge payable at destination applies to each container carried under this contract of carriage, in addition to the freight and other charges. Contact your MSC agent or see www.msc.com for the amount.</p> <p>28476 Package IKEA home furnishing products - HS CODE 940360</p>	Phone: +4647681000 eMail: customs.nir.members@ikea.com	12,825.400 kgs. 50.00 cu. m.
		Total 12,825.400 kgs.	50.00 cu. m.

FREIGHT & CHARGES Cargo shall not be delivered unless Freight & Charges are paid(see Clause 16)

RECEIVED by the Carrier from the Shipper in apparent good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in box entitled "Carrier's Receipt" for carriage subject to all the term hereof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTING THIS SEA WAYBILL THE SHIPPER EXPRESSLY ACCEPTS AND AGREES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE CONSIGNEE, THE OWNER OF GOODS AND THE MERCHANT, AND WARRANTS HE HAS AUTHORITY TO DO SO, ALL THE TERMS AND CONDITIONS WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS SIDE AND ON THE REVERSE SIDE AND TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF AS IF THEY WERE ALL SIGNED BY THE SHIPPER.

Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the Consignee or his authorized representatives. This Sea Waybill is not a document of title to the Goods and delivery will made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorization at the Port of Discharge or Place of Delivery, as appropriate, without the need to produce or surrender a copy of this Sea Waybill.

IN WITNESS WHEREOF the Carrier, Master or their Agent has signed this Sea Waybill.

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT

DECLARE VALUE (Only applicable if Ad Valorem charges paid - see Clause 7.3)
XXXXXXXXXXXXXXXXXX

CARRIER'S RECEIPT (No. of Cntrs or Pkgs rcvd by Carrier - see Clause 14.1)

1 cntr

PLACE AND DATE OF ISSUE

RAVENNA

06-Aug-2025

SHIPPED ON BOARD DATE

06-Aug-2025

TERMS AND CONDITIONS

The terms and conditions shall apply in this Sea Waybill.

Carrier means MSC Mediterranean Shipping Company S.A.

COGSAs means the U.S. Carriage of Goods by Sea Act, 1936.

Combined Transport arises if the Carrier has indicated a Place of Receipt and/or a Place of Delivery on the front hereof in the relevant spaces. Combined Transport consists of a Port-to-Port carriage and Inland Transport.

Container: includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate Goods and any connected or accessory equipment.

Freight includes the freight and all charges, costs and expenses whatever payable to the Carrier in accordance with the Hague Rules and the Tariff, taxes, insurance, port, demurrage and demurrage, per diem and demurrage.

Goods includes any cargo, and/or any part of the cargo carried under this Sea Waybill, including any packing or packaging materials and Merchant owned or leased Containers.

Hague Rules means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25 August 1924 with the express exclusion of Article 9.

Hague-Visby Rules means the provisions of The Hague Rules 1924 as Amended by the Protocol adopted at Brussels on 23 February 1966, and 21st December 1979 (SDR Protocol) where applicable. Notwithstanding anything to the contrary herein it is expressly agreed that nothing herein shall contractually apply the Hague-Visby Rules to this Sea Waybill and they shall apply only where compulsorily applicable by the law governing this Sea Waybill.

Inland Transport: means carriage during Combined Transport other than between the Port of Loading and the Port of Discharge.

Merchant: includes the Shipper, Consignee, holder of this Sea Waybill, the receiver of the Goods and any Person owning, entitled to or claiming the possession of the Goods or of this Sea Waybill or anyone acting on behalf of this Person.

Person includes an individual, corporation, company or any other legal entity.

Place of Delivery: means the place at which the Carrier has contracted to deliver the Goods, when such place is other than the Port of Discharge.

Place of Receipt: means the place at which the Carrier has contracted to receive the Goods, when such place is other than the Port of Loading.

Pomerene Act: means the United States Federal Sea Waybill Act, 1916 49 U.S.C. 801 or any amendments thereto.

Port-to-Port carriage: means carriage between the Port of Loading and the Port of Discharge.

Subcontractor: includes any lessor, lessee, bailee, charterer, consignee, bailee or any other person, operators, warehousemen and any independent contractors employed by the Carrier performing the carriage, and any direct or indirect Subcontractors, servants and agents thereof, whether in direct contractual privity or not.

Vessel includes the vessel named herein or any substituted vessel, feeder vessel, lighter or other watercraft utilized by the Carrier for carriage by sea.

2. CONTRACTING PARTIES AND WARRANTY

The contract evidenced by this Sea Waybill is between the Carrier and the Shipper. The Shipper is the only party entitled to give instructions to the Carrier to contract the carriage, undertake to pay the Freight, the Merchant and instruct the Consignee with a legible copy of all the Terms and Conditions contained in this Sea Waybill. Every Person defined as Merchant is jointly and severally liable towards the Carrier for all the various undertakings, responsibilities and liabilities of the Merchant under or in connection with this Sea Waybill and to pay the Freight due under it without deduction or set-off. The Shipper warrants that in agreeing to the terms and conditions this Sea Waybill, he is the owner of the Goods or he does so with the authority of the owner of the Goods, or of the Person entitled to the possession of the Goods or of this Sea Waybill, or of the Merchant.

3. CARRIER'S TARIFF

The terms and conditions of the Carrier's applicable Tariff are incorporated into this Sea Waybill. Particular attention is drawn to terms and conditions concerning additional charges including demurrage, per diem, storage expenses and legal fees, etc. A copy of the applicable Tariff can be obtained from the Carrier or its agent upon request and the Merchant is deemed to know and accept such Tariff. In the case of any conflict or inconsistency between this Sea Waybill and the applicable Tariff, it is agreed that this Sea Waybill shall prevail.

4. SUBCONTRACTING AND INDEMNITY

4.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the carriage, including the delivery of the Goods.

4.2 The Merchant undertakes that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier which imposes or attempts to impose upon any of them or any Vessel owned or chartered by any of them any liability whatsoever in connection with the Goods or the carriage of the Goods whether or not arising out of negligence on the part of such Person. If any such claim or allegation should nevertheless be made, the Merchant agrees to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, every such servant, agent and Subcontractor shall have the benefit of all terms and conditions of whatsoever nature contained herein or otherwise benefiting the Carrier under the Sea Waybill if it is found to be in conflict with the terms and conditions contained in this contract; a Carrier, to the extent of such terms and conditions, does so on its own behalf and also agent and trustee for such servants, agents and Subcontractors.

4.3 The provisions of clause 4.2, including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons chartering space on the Vessel.

4.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier or any Person which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the carriage of the Goods other than in accordance with the terms and conditions of this Sea Waybill, whether or not arising out of negligence or misconduct on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

5. CARRIER'S RESPONSIBILITY

5.1 Port-to-Port carriage - If carriage under this Sea Waybill is Port-to-Port:

(a) The period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the time when the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel.

This Sea Waybill shall be subject to the Hague Rules unless the governing law makes the Hague or the Hague-Visby Rules compulsorily applicable in which case the said Hague or Hague-Visby Rules will apply to this Sea Waybill only to the extent that they are compulsorily applicable.

(b) Notwithstanding the above, in case and to the extent that the governing law, or a contractual arrangement, custom, practice, or any court or tribunal decision extends the Carrier's period of responsibility whether in contract, bailment, tort, or otherwise, the period of responsibility shall be limited to the period before loading, or the period after discharge, included for delivery, when the Carrier shall have the benefit of every right, defence, immunity, limitation and liberty provided for in the Hague Rules during such additional period of responsibility, notwithstanding that the loss, damage or misdelivery did not occur during the carriage by sea.

5.2 Combined Transport - The Carrier's liability for Combined Transport shall be as follows:

5.2.1 Where the loss or damage occurred during the Port-to-Port section of the carriage, the liability of the Carrier is in accordance with clause 5.1 above.

5.2.2 Where the loss or damage occurred during Inland Transport, the liability of the Carrier shall be determined: (a) if the period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the time when the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel;

(b) where no international convention, national law or regulation would have been compulsorily applicable, in the contract of carriage issued by the Subcontractor carrier for that stage of transport, including any limitations and exceptions contained therein, which contract the Merchant and the Carrier adopt and incorporate by reference, it being agreed that the Carrier's rights and liabilities shall be the same as those of the Subcontractor carrier, but subject to the terms and conditions of the Carriers' applicable COGSAs.

(c) if the court shall determine that no international convention, national law or regulation would have been compulsorily applicable and that the Carrier may not determine its liability, if any, by reference to the applicable Subcontractor's contract of carriage or where said Subcontractor carrier does not have a contract of carriage, then it is contractually agreed as between the Merchant and the Carrier that the Carrier's liability shall be determined as if the loss or damage complained of occurred during the Port-to-Port section of carriage as provided at 5.1 above, but in no event whatsoever shall the Carrier's liability exceed GBP 100 thousand legal tender per Container.

(d) if the court of law or damage cannot be established by the Merchant, then the loss or damage shall be presumed to have occurred during the Port-to-Port section of carriage and the Carrier's liability shall be determined as provided at 5.1 above.

5.2.3 Any transport that the Carrier arranges for the Merchant which is not part of the carriage under this Sea Waybill is done under the Merchant's own responsibility, time, risk and expense and the Carrier acts as agent only for the Merchant.

5.3 Delivery to Customs or Port Authorities - Where any law or regulation applicable at the Port of Discharge or Place of Delivery or to whom the Goods shall be delivered by the customs or port authorities at the Port of Discharge or Place of Delivery, notwithstanding anything to the contrary, herein, delivery of the Goods by the Carrier to such customs or port authorities shall be deemed to be lawful delivery of the Goods by the Carrier to the Merchant and the Carrier shall not be liable for any loss or damage to the Goods which occurs for any reason whatsoever after delivery of the Goods by the Carrier to the customs or port authorities.

5.4 Notwithstanding the application to this Sea Waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar provision of legislation, THIS SEA WAYBILL IS NOT A DOCUMENT OF TITLE TO THE GOODS.

6. U.S. TRADE CLAUSES

6.1 Notwithstanding the provisions of clause 5, for carriage to or from any port of the United States, its territories or possessions, or if suit is brought in the United States, this Sea Waybill shall have effect subject to the provisions of the COGSAs and to the provisions of the Pomerene Act regardless of whether said Act would apply of its own force. The provisions of the COGSAs incorporated herein and save as otherwise provided herein shall apply throughout the entire time the Goods are in the Carrier's custody, including before loading and after discharge as long as the Goods remain in the custody of the Carrier or its Subcontractors, including cargo handling, loading and unloading, delivery to or from the vessel or to a stevedore or to another carrier, and any limitation, exemption or limitation of any of its responsibilities or liabilities under the COGSAs. Except for clause 5, every other term, condition, limitation, defence and liberty whatsoever contained in this Sea Waybill shall apply to carriage in the US trades.

6.2 For limitation purposes under the COGSAs, it is agreed that the meaning of the word package shall be any palletised and/or assembled cartons which have been palletised and/or unitised for the convenience of the Merchant, regardless of whether said package or unit is disclosed on the front hereof.

6.3 Limitation of liability - LIABILITY FOR PACKED CARTONS

7.1 Subject always to the Carrier's right to limit liability, provided for herein, if the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods, plus Freight and insurance if paid. If there is no invoice value of the Goods or if any such invoice is not bona fide, such compensation shall be calculated by reference to the market value of such Goods at the place and time they are delivered or should have been delivered to the Merchant. The market value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the same quality.

7.2 Save as is provided in clause 7.3.

7.2.1 (a) If and to the extent the Hague Rules or Hague-Visby Rules, are compulsorily applicable to this Sea Waybill by virtue of clauses 5.1, 5.2.1 or 5.2.2 (or (d) or otherwise), the Carrier's liability for breaches or wrongs occurring during such period of compulsory application shall in no event whatsoever exceed the amounts provided in the Hague Rules or Hague-Visby Rules, whichever are compulsorily applicable.

(b) If and to the extent the Hague Rules apply only contractually pursuant to clause 5, the Carrier's maximum liability for breach or wrongs occurring during such period of compulsory application shall be as follows:

7.2.2 The COGSAs applies by virtue of clause 6, neither the Carrier nor the vessel shall in any event be or become liable in an amount exceeding US\$5500 per package or per customary freight unit.

7.3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods. Higher compensation than that provided for in this Sea Waybill may be claimed only when, with the written confirmation of the Carrier, the value of the Goods declared by the Shipper upon delivery to the Carrier has been stated by the Carrier in the box marked Declared Value on the front of this Sea Waybill and ad valorem charges paid. In that case, the amount of the Declared Value shall be substituted for the limits provided in this Sea Waybill. Any partial loss or damage shall be adjusted pro rata on the basis of such Declared Value.

7.4 Nothing in this Sea Waybill shall operate to limit or deprive the Carrier of any statutory protection, defence, exemption or limitation of liability imposed by any applicable laws, statutes or regulations of any country, which would have been imposed in the event of the carriage of the Goods under this Sea Waybill. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of the Vessel. 7.5 When any claim is paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all rights of the Merchant against any third party. The Merchant shall sign a subrogation receipt, release and indemnity immediately when requested by the Carrier.

8. SCOPE OF VOYAGE, DELAY, CONSEQUENTIAL DAMAGES

The scope of voyage herein contracted for may not include usual or customary or advertised ports of call, which may be omitted in the event of the carriage of the Goods under this Sea Waybill. The Carrier does not promise or undertake to load, carry or discharge the Goods on or by any particular Vessel, date or time. Advertised sailings and arrivals are only estimated times, and such schedules may be advanced, delayed or cancelled without notice. In no event shall the Carrier be liable for consequential damages or for any delay in scheduled departures or arrivals of Vessels or other conveyances used to transport the Goods by sea or otherwise. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such delayed delay, such liability shall in no event exceed the Freight paid by the Carrier.

9. METHOD AND ROUTES OF CARRIAGE

9.1 The Carrier may at any time and without notice to the Merchant:

- (a) use any means of transport or storage whatever;
- (b) tranship the Goods from one conveyance to another including transhipping or carrying the Goods on a Vessel other than the Vessel named on the front hereof or by any other means of transport whatever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided for by the Carrier;
- (c) sail without pilots, proceed via any route (whether or not the nearest) or most direct or customary or advertised route) at any speed and proceed to, return to and stay at any port or place whatsoever (including the Port of Loading) herein provided once or more often, and in any order in or out of the route or in a contrary direction to or beyond the Port of Discharge once or more often;
- (d) load and unload the Goods at any place or port (whether or not such port is named on the front hereof as the Port of Loading or Port of Discharge) and store the Goods at any such port or place, including but not limited to the Port of Loading or Port of Discharge and any other port or place whatsoever;
- (e) comply with any orders or recommendations given by any government or authority or any Person or body purporting to act as or on behalf of such government or authority or having under the terms of the insurance or any employment made by the Carrier the right to give orders or directions.

9.2 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or towing, or any other service or work performed on the Vessel, or any other service or work performed on the Goods, including but not limited to the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or towing, or any other service or work performed on the Vessel, or any other service or work performed on the Goods, including but not limited to the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or towing, or any 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