



BILL OF LADING

COMBINED TRANSPORT BILL OF LADING

Shipper 5ENSESINFOOD, SA RUA DO OUTEIRO , 589 4475-150 MAIA -PORTUGAL			Country of Origin		Bill of Lading No. ME2510101/11 of 1	
			F/Agent Name + Ref.			Shipper's Ref.
Consignee (If "To Order" so indicate) STRAUSS HEALTH BAR LEV INDUSTRIAL PARK 2017900 MISGAV -ISRAEL VAT 512351479			<div> WORLDWIDE LOGISTICS Paseo del Ferrocarril, nº 335, Bajos 2ª - 08860 Castelldefels Barcelona.</div> <div></div>			
Place of Receipt		Port of Loading LEIXOES				
Intended Vessel NAAMA BORCHARD		Port of Discharge HAIFA				
				Place of Delivery		No. of Bills of Lading 0 - ZERO
Marsk + Numbers	No. of Pkgs. or Shipping Units	Description of Good + Pkgs. SHIPPER'S LOAD AND COUNT			Gross Weight KGS	Measurement CBM
CONTAINER NO&SEAL NO. OTPU6528763 (40'REEFER) FCL/FCL	20	PACKAGE/S STC: WHOLE GRAIN OAT FLOUR TEMPERATURE +10°C HS CODE: 210690			21.300,00	

FCL/FCL
FREIGHT COLLECT
SHIPPED ON BOARD 25/07/25
FILE 1145475
EXW

Above particulars as declared by Shipper, but without
responsability or representation by the Carrier

EXPRESS BILL OF LADING

Freight Details, Charges, etc:		Value of the goods not declared by shipper, is unknown to the carrier and all these particulars have been furnished according to the shipper's declaration.	
For delivery please apply to: ORIAN SH.M TSELA HAAR 26 MOD'IIN-MACCABIM-RE'UT -ISRAEL VAT 511068256		"Taken in charge by the Carrier <u>from the Merchant</u> in apparent good order and condition unless otherwise indicated herein, the goods, or the container(s) or other package(s) or unit(s) said by the Merchant to contain the cargo herein mentioned, to be carried subject to all terms and conditions provided for on the face and back of this Bill of Lading and Carriers Tariff rules and regulations by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, including the use of feeder ships, barges, trucks or rail cars, from the place of receipt or the loading port to the port of discharge or place of delivery shown herein and there to be delivered onto order or assigns. The particulars given above as stated by the shipper and the weight, measure quantity, condition contents and value of the goods are unknown to the Carrier".	
		"In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated above, the same being accomplished the other(s), if any, to be void one (1) original Bill of Lading must be surrendered duly endorsed in change for the Goods or delivery Order".	
The Merchant agrees the Goods be carried on deck		"This Bill of lading shall be governed by and construed in accordance with Spanish law and all disputes arising hereunder shall be determined by the Courts of Barcelona (Spain) to the exclusion of the jurisdiction of the courts of another country. Alternatively and the Carrier's sole option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant".	
		Place and date of issue: <u>CASTELLDEFELS</u> <u>25/07/2025</u> Signed by MULTITRADE SPAIN S.L., as Carrier: by <u>MULTITRADE SPAIN SL</u>	

Conditions of Carriage Multitrade Spain S.L.

One of this Bill of Lading duly endorsed must be surrendered in exchange for the Goods or Delivery Order. In accepting this Bill of Lading the Merchant agrees to be bound by all the stipulations, exception, terms and conditions on the face and back of this Bill of Lading whether written, typed, stamped, printed or otherwise, and as well to be bound by the Carrier's Tackle rules and regulations which are deemed incorporated herein, all of which supersede any other conditions, clauses, printed or otherwise, which may appear on any bill of lading or on any invoice or on any other document. The terms of this Bill of Lading shall be separable and if any part or term hereof is invalid or unenforceable, the validity and enforceability of any other part or term shall not be affected. Agents signing this Bill of Lading on behalf of the Carrier have only the limited authority at common law of a vessel's master signing a Bill of Lading.

- Merchant's Warranty: The Merchant warrants that in agreeing to the terms hereof it is, or has the authority of, the person owning or entitled to the possession of the goods and this Bill of Lading.
4. Sub-Contracting: (1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the carriage, loading, unloading, stowing, securing, tallying, lashing, dunnage, lashings, whatever undertaken by the Carrier in relation to the Goods. (2) In contracting for the following exemptions and limitation of and exoneration from liability, the Carrier is acting as agent and trustee for all other persons named in this clause. It is understood and agreed that, other than the Carrier, no person, firm or corporation or other legal entity whatsoever (including the Master, officers, and crew of the vessel, all agents and all terminal operators, stevedores and all other independent contractors whatsoever) is, or shall be deemed to be liable with respect to the Goods as carrier, bailee or otherwise howsoever. If, however, it shall be adjudged that any other than the Carrier is carrier or bailee of the goods or under any responsibility with respect thereto, all exemptions and limitations of and exoneration from liability provided by law or by terms of contract between such third party and the owner of the goods shall apply notwithstanding anything herein contained and the Carrier shall remain nothing herein contained shall be construed to limit or to relieve them from liability to the Carrier for acts arising or resulting from their fault or neglect. (3) The expression "sub-contractor" in this clause shall include direct and indirect subcontractors and their respective servants and agents.
5. Clause Paramount and Responsibility of Carrier: (1) Clause Paramount. As far as this Bill of Lading covers the carriage of Goods by water either by the Carrier or any Underlying Carrier, the contract evidenced in this Bill of Lading shall have effect subject to the Hague Rules contained in the International Convention relating to certain matters affecting bills of Lading dated at Brussels 26th August 1924, and as enacted in the country where the shipper's principal place of business is situated, and as applied to the bill of lading issued by the Carrier and its Servants, Agents and Independent Carriers of America approved 16th April, 1938, which act shall be deemed incorporated herein and made a part of this Bill of Lading Contract and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights and immunities or an increase of any of its responsibilities under said Act. The provisions cited in said Act shall (except as may be otherwise specifically provided herein) also govern before the goods are loaded on and after they are discharged, from the ship provide, however, that the goods at said times are in the actual custody of the Carrier or an underlying carrier. Notwithstanding anything herein contained, this Bill of Lading shall not be held to constitute an assumption of liability by the Carrier or its servants or repugnant to state statute, law, ordinance or rules of the Hague Rules, as the case may be, to any extent, such term shall be void to that extent, but not further. The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery or misdelivery, or loss of or damage to the goods however caused occurring while the Goods are not in the actual custody of the Carrier or at any time prior to receipt by the Carrier at the sea terminal at the port of loading or after they are delivered or dispatched to an Underlying Carrier from the sea terminal at the port of discharge. (2) Responsibility for Port to Port Shipment. Where loss or damage has occurred between the time of receipt of the Goods by the Carrier at the port of loading and the time of delivery of the Goods by the Carrier to the consignee, the Carrier shall nevertheless be responsible for the loss or damage if it can be determined in accordance with the appropriate Hague Rules legislation as provided in the provisions of Clause 5 above of this Bill of Lading. (3) When it cannot be established in whose custody the Goods were when the loss or damage occurred, it shall be presumed to have occurred during sea carriage and liability therefore shall be governed as provided in 5 (1) above. (4) Extent of Inland Liability. In any event, the liability of the Carrier shall extend on circumstances be greater than that of the Underlying Carrier under their contracts of carriage and the Carrier shall be entitled to all of the rights, defenses, limitations and exemptions from liability contained therein. (5) Subrogation. When any claims are paid to the Merchant by the Carrier or its Servants, Agents and Independent Carriers, the Carrier shall automatically be subrogated to all rights of the Merchant against all others; including Underlying Carrier's, on account of such loss or damage.

- (3) The Carrier shall be entitled to the full benefit of all rights and immunities and all limitations of, or exemptions from, liability provided in the London Convention of 1976. Notwithstanding the foregoing, if local law makes the Brussels Convention of 1957 mandatorily applicable, the said latter Act will be applicable under this Bill of Lading. The Carrier shall also be entitled to the full benefit of all rights and immunities and all limitations of, or exemptions from liabilities contained in any national law of any nation whose laws shall be applicable.

- [illegible]

10. **Defence and Limits for the Carrier:** The defence and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action is founded in contract or in tort.

12. Inspection of Goods: The carrier shall be entitled, but under no obligation, to open and/or scan any Container at any time to inspect the contents for security and safety reasons only, as well as by a Court or other local Authority. If it appears that the contents cannot safely or properly be carried further, either at all of without incurring any additional expense or taking any measures in relation to the Container or its contents or any part thereof, the Carrier may abandon the transportation thereof and/or take measures and/or incur any reasonable additional expense to carry or to continue the carriage or to store them ashore or afloat under cover or in the open, at any place, which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional expense so incurred. The Carrier in exercising the liberties contained in this clause shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this clause.

14. Merchant's Responsibility:
(1) The Merchant warrants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked by the Merchant on receipt of this Bill of Lading and that such particulars, and other particulars furnished by or on behalf of the Merchant are correct.

- (4) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all Laws, regulations and requirements which may be applicable.

- (5) No Goods which are or may become dangerous, inflammable or damaging or which are or may become liable to damage any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's express consent in writing and without the Container or other covering in which the Goods are to be transported and the Goods being distinctly marked on the outside as so as to indicate the nature and character of any such dangerous, inflammable or damaging or which are or may become liable to damage any property or person and to be delivered to the Carrier without such written consent and marking of it in the opinion of the Carrier the articles are or are liable to become a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to charges.

15. Freight and Charges:

- (2) Full freight to the port of discharge or place of delivery, if stated in the face of the Bill of Lading, and all advanced charges against the Goods shall be considered completely earned on receipt of the Goods by the Carrier or Underlying Carrier as the case may be, whether the freight or charges be prepaid or be stated or intended to be prepaid or to be collected at port of discharge or destination or subsequently, and the Carrier shall be entitled absolutely, to all freight and charges, whether actually paid or not, and to receive and retain them under all circumstances whatever, the Ship and/or the Goods lost or not lost, or the voyage changed, broken up, frustrated or abandoned. Full freight shall be paid whether the Goods be damaged or lost, or packages or customary freight units be empty or partly empty.

18. De Cargo and Livestock: Good which are stated herein to be carried on deck and livestock, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever. Livestock are carried at the sole risk of the Merchant. The Carrier shall be under no liability whatsoever for loss or damage of whatsoever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever. The unseaworthiness or unfitness of any vessel, craft, conveyance, Container or other place existing at any time. In the event of the Master, in his sole discretion, considering that any livestock is likely to be injurious to the health of any other livestock or any person on board or the cause the vessel to be delayed or impeded in the prosecution of the voyage, such livestock may be destroyed and thrown overboard without any liability attaching to the Carrier. The Merchant shall indemnify the Carrier against the cost of veterinary services on the voyage and of providing fodder for any period during which the carriage is delayed for any reason whatsoever, and of complying with the regulations of any country whatsoever with regard to such livestock.

20. **Methods and Routes of Transportation:**

- (2) The liberties set out in sub-clause (1) may be invoked by the Carrier for any purpose whatsoever including undergoing repairs, towing or being towed, adjusting instruments, dry-docking and assisting vessels in all situations, and anything done in accordance with sub-clause (1) or any delay arising therefrom shall be deemed to be within the contractual carriage and shall not be a deviation.

- (1) The Merchant undertakes not to tender for transportation of any Goods which are of a dangerous, inflammable, radioactive or damaging nature without previously giving written notice of their nature to the Carrier and marking the Goods and the Container or other covering on the outside as required by any laws or regulations which may be applicable during the carriage.

23. Regulations Relating to Goods: The Merchant shall comply with all regulations or requirements of Customs, port and other authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods, and indemnify the Carrier in respect thereof.

- (3) If the Merchant fails to take delivery of the Goods or part of them in accordance with this Bill of Lading, the Carrier may without notice remove the Goods or part thereof and/or store the Good or that part thereof ashore, afloat, in the open or under cover at the sole risk of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon all liability whatsoever of the Carrier in respect of the Goods or that part thereof shall cease and the costs of such storage shall forthwith upon demand be paid by the Merchant to the Carrier.

25. Both-to-Blame Collision: If the (carrying) Ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default in the navigation or the management of the carrying Ship, the Merchant undertakes to pay the Carrier or, where the Carrier is not the owner and in possession of the carrying Ship, to pay to the Carrier as trustee for the owner and/or demise charterer of the carrying Ship, a sum

26. General Average: General Average shall be adjusted and payable according to York-antwerp Rules of 1994 at any port or place at the option of the Carrier whether declared by the Carrier or a subcontractor of the Carrier. The Merchant shall give such cash deposit or other security as the Carrier may deem sufficient to cover the estimated General Average Contribution of the Goods before delivery if the Carrier requires, or, if the Carrier does not so require, within three months of the delivery of the Goods, whether or not at the time of delivery the Merchant had notice of the Carrier's lien. The Carrier shall be under no obligation to exercise any lien for General Average contribution due to the Merchant. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if such salving ship belonged to strangers

29. Law and Jurisdiction: This Bill of Lading shall be governed by and construed in accordance with Spanish law and all disputes arising hereunder shall be determined by the Courts of Barcelona (Spain) to the exclusion of the jurisdiction of the courts of another country. Alternatively and at the Carrier's sole option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant.