

ORIGINAL

TANKER BILL OF LADING

HANSA TANKERS**AMS DETAILS:**

ICB NOS (USA): 9911DB434
 EORI NOS (EU): FINO1101031450123
 UK EORI: GB 079218193000

Shipped on board in apparent good order and condition by (shipper)

B/L NO.:**EMA 2406 0501****Shippers Ref. or PO Nos****SCAC CODE.:**

Carrier Code: Ship code(AAA) Voy nos (YYAA) Vtage Nos (CC) Bdy nos (ZZ)

HAKE**AAA YYAA CCZZ****FORMOSA PLASTICS CORPORATION****TAIRYLAN DIVISION****NO 380 SEC. 6 NANJING E. ROAD, TAIPEI, TAIWAN****on board the tanker****EVA MANILA****at the port of****MAILIAO, TAIWAN****whereof****Capt. Cabañas Restituto Nipas**

**is the Master, to
be delivered to
the port of**

KANDLA INDIA**Consignee/Order of****TO THE ORDER OF STANDARD CHARTERED BANK, TRADE SERVICES, INDIA****Notify**

**C J SHAH AND CO
105 BAJAJ BHAWAN 10TH FLOOR
NARIMAN POINT MUMBAI MAHARASHTRA 400021 INDIA**

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:**COMMODITY****2 ETHYL HEXYL ACRYLATE**

(Name of product - IMO No.):

IEC NO.0388097744**Marpol Category:**

<Insert>

MAHARASHTRA GSTIN NO : 27AAAF5600N1ZJ**UN NOS**

<Insert>

GUJARAT GSTIN NO: 24AAAF5600N2Z0**E-MAIL ID: IMPORTATTHE RATECJSHAHGROUP.COM****CAS NOS**

<Insert>

HS CODE : 29161290**PAN NO : AAAFC5600N****THE NUMBER OF THIS LETTER OF CREDIT:529011091713-L****Bill of Lading Figure [Mts]****Ship Figure [Mts] [Mts]****B/L QUANTITY:**

Said by the shipper to metric tons (Mts)

497.419 MTS**CONDITION:****CLEAN ON BOARD****FREIGHT PAYABLE AS PER CHARTER PARTY**

"This shipment said to be 497.419 metric tons was loaded on board the vessel as part of one original lot of 497.419 metric tons with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE**9S**

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

All terms, liberties and exceptions of the Charter Party including the law and arbitration clause /dispute resolution clause, are herewith incorporated to the terms this shipment is carried under and pursuant to the terms of the Charter dated

JUNE**14****2024****Month****Day****Year****Between****HANSA TANKERS AS
As agent for owners****and C.J. SHAH AND CO.**

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, ("the Hague Rules") or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 ("the Hague/Visby Rules") applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that any other than said ship owner or demise charterer is carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)**

Bills of Lading of this tenor and date, one of
Which being accomplished, the others will be void.

Dated at**MAILIAO, TAIWAN****this****08TH****Day of****JULY****2024****Comments**

HANSEN INTERNATIONAL AGENCY CO., LTD.
AS AGENT FOR AND ON BEHALF OF MASTER OF EVA MANILA L. 2406 CAPT. CABANAS RESTITUTO NIPAS