

ORIGINAL**TANKER BILL OF LADING****HANSA TANKERS****AMIS 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 0101****Shippers Ref. or PO Nos**

SCAC CODE.: HAKE AAA YYAA CCZZ
TAIWAN FIELDRICH CORPORATION
NO. 25 11F, SEC. 4, JEN-AL RD, TAIPEI, TAIWAN

on board the tanker

EVA MANILA V-2406

at the port of

TAICHUNG, TAIWAN

whereof

Capt. Cabañas Restituto Nipas

is the Master, to be delivered to the port of

JNPT, INDIA

Consignee/Order of

TO ORDER OF UNION BANK OF INDIA
 LCB FORT BRANCH, NANAVATI MAHALAYA
 18 HOMI MODI STREET FORT MUMBAI-400023,
 INDIA

Notify

1) UNION BANK OF INDIA, LCB FORT BRANCH, NANAVATI
 MAHALAYA 18 HOMI MODI STREET FORT MUMBAI-400023, INDIA
 2) C.J. SHAH AND CO.
 105, BAJAJ BHAVAN, 10TH FLOOR, NARIMAN POINT, MUMBAI-400021,
 INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:**COMMODITY**

(Name of product - IMO Name):

METHYL ETHYL KETONE

Marpol Category:

<Insert>

UN NOS

<Insert>

PACKING: IN BULK

ON BOARD DATE: JULY 03RD, 2024

IEC NO. 0388097744 MAHARASHTRA GSTN NO: 27AAAFCS600N1ZJ

GUJARAT GSTN NO: 24AAAFCS600N2ZO

HS CODE: 29141200 PAN NO: AAAFC5600N

E-MAIL ID: IMPORT@CJSIHAGROUP.COM

CAS NOS

<Insert>

Bill of Lading Figure [Mts]

Ship Figure [Mts] [Mts]

B/L QUANTITY:

Said by the shipper to metric tons (Mts)

1,002.482 MTS**CONDITION:****CLEAN ON BOARD****FREIGHT PAYABLE AS PER CHARTER PARTY**

"This shipment said to be 1,002.482 metric tons was loaded on board the vessel as part of one original lot of 1,002.482 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**4S**

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

JUN**14****2024**

Month

Day

Year

Between

HANSA TANKERS AS

and

C.J. SHAH AND CO.

As agent for owners

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-Vishy 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 term 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

TAICHUNG, TAIWAN

this

03RD

Day of

JULY**2024**

Comments

[Signature]
HANSEN INTERNATIONAL AGENCY CO., LTD. **代理人**
AS AGENT FOR AND ON BEHALF OF MASTER OF EVA MANILA V-2406 CAPT. CABANAS RESTITUTO NIPAS