

COPY
NOT NEGOTIABLE
TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

ETO 2506 0203

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

ENI TRADE & BIOFUELS SPA

on board the tanker	MT EVA TOKYO	at the port of	PORT KLANG, MALAYSIA
whereof	CAPT. SAN GABRIEL ROLANDO DIAZ	is the Master, to be delivered to the port of	GELA, ITALY
Consignee/Order of	TO THE ORDER OF "ENI TRADE & BIOFUELS SPA "	Notify	ENILIVE - RAFFINERIA DI GELA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

ISCC EU PALM OIL MILL EFFLUENT (POME) OIL

Marpol Category: <Insert>
 UN NOS <Insert>
 CAS NOS <Insert>

569,803 METRIC TONS (AIR)
570,494 METRIC TONS (VAC)
560,804 LONG TONS
3,952 US BARRELS
165,984 US GALLONS
569,803 KILOGRAMS
628,150 CRM @ 15DEG C

B/L QUANTITY:

CONDITION: "FREIGHT PAYABLE AS PER CHARTER PARTY"
"CLEAN ON BOARD"

"This shipment said to be 569,803 metric tons was loaded on board the vessel as part of one original lot of 1824,403 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 5P & 7S

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

04TH JULY 2025

Between HANSA TANKERS AS and ENI TRADE & BIOFUELS SPA
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/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 charterer, 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 2

CAPT. SANGABRIEL BOLANDO DIAZ