

**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 0401****Shippers Ref. or PO Nos**

SCAC CODE.: HAKE  
**FORMOSA PLASTICS CORPORATION**  
**TAIRYLAN DIVISION**  
 NO 380 SEC. 6 NANJING E. ROAD, TAIPEI, TAIWAN

Carmer Code/ Ship code(AAA)voy no.(YYAA)Cargo No.(CC) Bill no.(ZZ)

**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 THE HONGKONG AND  
SHANGHAI BANKING CORPORATION LTD.  
52/60, MAHATMA GANDHI ROAD, MUMBAI-400001**

Notify **C J SHAH AND CO,  
105, BAJAJ BHAVAN, 10TH FLOOR,  
NARIMAN POINT, MUMBAI-400 021. INDIA**

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

(Name of product - IMO Name):

**N-BUTYL ACRYLATE**

Marpol Category:

&lt;Insert&gt;

IEC NO. 0388097744 GUJARAT GSTIN NO. 24AAAFC5600N2Z0

UN NOS

&lt;Insert&gt;

PAN NO: AAAFC5600N HS CODE:29161210

E-MAIL ID: IMPORTATTHE RATECJSHAHGROUP.COM

MANUFACTRER DETAILS: M/S FORMOSA PLASTIC CORPORATION  
NO.1, FORMOSA PLASTICS GROUP INDUSTRIAL PARK, ZHONGXING VILLAGE, MAILIAO  
TOWNSHIP, YUNLIN COUNTY, TAIWAN (R.O.C.)

BIS REFERENCE NO: FMCD/L-4100144366

CAS NOS

&lt;Insert&gt;

BIS CERTIFICATE NO: CM/L-4100144366

**FACTORY ADDRESS:**COMPANY ADDRESS:  
FORMOSA PLASTICS CORPORATION  
TAIRYLAN DIVISION  
NO.380, SEC. 6, NANJING E. ROAD, TAIPEI, TAIWANNO.1, FORMOSA PLASTICS GROUP  
INDUSTRIAL PARK**Bill of Lading Figure [Mts]****Ship Figure [Mts] [Mts]****B/L QUANTITY:**

Said by the shipper to metric tons (Mts)

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

"This shipment said to be 999.170 metric tons was loaded on board the vessel as part of one original lot of 999.170 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****2S**

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 23<sup>rd</sup> 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

05<sup>TH</sup> Day of**JULY****2024****Comments**

**AS AGENT FOR AND ON BEHALF OF MASTER OF EVA MANILA / 2100 CAPT. CABANAS RESTITUTO NIPAS**