

COPY
NOT NEGOTIABLE
TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

ETO 2506 0302

Shippers Ref. or PO Nos

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 VENICE, ITALY

Consignee/Order of TO THE ORDER OF "ENI TRADE &
BIOFUELS SPA" Notify ENILIVE - RAFFINERIA DI VENEZIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	ISCC EU REFINED PALM OIL MILL EFFLUENT (REFINED POME)	Marpol Category:	<Insert
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(Name of product - IMO Name):

UN NOS

CAS NOS

Bill of Lading Figure [Mts] Ship Figure [Mts] [Mts]

718.684 METRIC TONS (AIR)
719.540 METRIC TONS (VAC)

707.333 LONG TONS
4,897 US BARRELS
205,674 US GALLONS
718,684 KILOGRAMS
778.302 CBM @ 15DEG C

B/L QUANTITY:

Said by the shipper to metric tons (Mts)

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

"This shipment said to be 718.684 metric tons was loaded on board the vessel as part of one original lot of 2005.92metric 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 6P & 6S

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
Month Day Year

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 at PORT KLANG, MALAYSIA this 26TH Day of JULY 2025

Comments

CAPT. SAN GABRIEL ROLANDO DIAZ