GENERAL TERMS AND CONDITIONS OF THE CONTRACT OF CARRIAGE

ans the party in whose name and on whose behalf this Bill of Lading has been issued, as provided on the face of this

"HOLDER"

ordurient, the party in Nucleor enter all on of whose behalf into Bell of Laby preson owing or entitled to the possession of the goods or representations and anyone setting and largone setting and setting and largone setting or obstitute of such person.

The presentation is the setting and largone setting or obstitute of such person.

The presentation is the setting and largone setting or obstitute of the original of this Bill of Lading to whom the property in the goods has passed on or by reason of the consignment of the goods or by the endorsement of this Bill of Lading or otherwise; means the whole or any part of the cargo received from the Merchant for shipment and includes any container to supplied by or on behalf of the Carrier, includes any container, trailer, transportable tank, lat or pallet or any similar article used to consolidate goods; includes all charges payable to the Carrier in accordance with the applicable Tariff and this Bill of Lading; includes via the present of the carrier or conveyance's which is largor or shall substitute in all or in part the vessel named in the box "vessel" on the face of this bill of lading; means the handing over of the goods to the Carrier, his Agents or Servents when a place of acceptance is mentioned.

"CONTAINER" "FREIGHT" "VESSEL"

"DELIVERY"

mentioned:
means the handing over of the goods by the Carrier, his Agents or Servants to the Merchant or his Agents when a place of delivery is mentioned on the reverse side of this bill of lading or the discharge of the goods under tackle at the port of discharge, subject to the provisions of clause 7 below.

Law and principation:

and all eligible mentioned on the reverse side of this bill of lading or the discharge of the goods under tackle at the port of discharge, subject to the provisions of clause 7 below. "ACCEPTANCE"

2) Law and jurisdiction: Any and all claims and objustes arising under the contract of carriage evidenced by this Bill of Lading or in connection therewith shall be brought before and determined by the Courts of Naples to the exclusion of any other Court and in accordance with the law of Italy, unless otherwise provided herein. The Carrier, however, reserves the right to take legal action against the Merchant and/or the Holder as well at any other Courts of Courts.

before and oetertrinied by the County of the

3) Period of responsibility:
The Carrier, his agents or servants shall not be liable for loss of or damage to the goods, before acceptance (and in any case before loading on the first vessel on which the goods are loaded unless the contrary is expressly stated on the reverse side of this Bill of Lading) and after delivery. Acceptance and Delivery of the goods shall be construed in accordance with clause 1 above. The Carrier shall under no circumstance be liable for any loss or detertion of or damage to goods howsoever caused, arising at the time when the goods are no more in the actual custody of the Carrier, his agents or servants. For this purpose, the goods will not be in the actual custody of the Carrier, his agents or servants wherever the goods are required to be discharged and reloaded in ports or routes under Port Authorities or Government requirements. The Carrier does not undertake that the goods shall are also part of discharge or a the place of delivery at any particular time or to meet any perticular mental or use save as provided in deucase 5. The consequence of a delayed delivery of the goods.
4. Carrier's responsibility.

a) Port to Port shipment
Where the carriage evidenced by this Bill of Lading is a port to port shipment, the liability of the Carrier (if any) for loss of or damage to the goods occurring during the period the goods are in the custody of the Carrier, his Agents or Servants, shall be determined in accordance with Haquer-Vish Pulse (as contained in the International Convention of the Unification of Certain Pulse relating to Bills of Lading dated Brussels, 25 August 1924 amended by the Protocols of 23 February 1968 and 21 December 1979) or with the Italian Code of Navigation whichever shall be applicable according.

Italian Law.
see and to the extent that a specific contractual arrangement between the Carrier and the Merchant, or any court decision (whether in contract, t bailment or otherwise) extends the Carrier's period of responsibility to all or any part of the period before loading or of the period after discharge funding cargo misdellivery, then Carrier shall rely on all benefits, rights, defences, immunities, limitations and liberties as provided in the Hague-Visby see or in the Hallan Code of Navigation during such additional period of responsibility, despite that the loss, damage or misdelivery did not occur.

- Combined Iransport: withstanding anything provided for in clause 5 and 6 of this Bill of Lading, and subject to clause 20: If it can be proved where the loss of or damage to the goods occurred, the Carrier and the Merchant shall, as to the liability of the Carrier, be entitled to require such liability to be determined by Italian Law, notuding any International Convention applicable to the single leg of carriage entitled to require such liability to be determined by Italian Law, notuding any International Convention applicable to the single leg of carriage
- cording to Italian Law.

 If the cases where it cannot be proved where the loss or damage has occurred, the loss of or damage to the goods shall be deemed to have unred during the carriage at sea and the applicable law will be determined in accordance with Hague-Visby Rules or with the Italian Code of orgation whichever shall be applicable according to Italian Law.

c) U.S. Trade Route:
For Port to Port shipments and/or Combined Transports under the contract of carriage to or from the United States, this bill of lading shall take effect subject to the provisions of the U.S. Carriage of Goods by Sea Act, 1936 (U.S. COSSA) insofar as it is compulsarily applicable.
Further, it is agreed that COGSA, including all its limitations and defenses, and the U.S. Pomerene Act, 1916, shall apply by contract to all shipments to or from the United States.

- year the rit is agreed that COSA, including all its limitations and operations.

 There is it is agreed that COSA, including all its limitations and operations. The camer may at any time and without notice to the Merchant:

 10 use any means of transportation or stowage whatsoever;

 21 transfer the goods from one conveyance to another, including, but not limited to, transhipping or carrying the same on other vessels than those named on the face hereof or by any other means of transportation whatsoever;

 22 unpack and remove goods which have been stowed into containers and forward the same in other container/containers or otherwise.

 23 unpack and remove goods which have been stowed into containers and forward the same in other container/containers or otherwise.

 24 proceed or order vessel to proceed by any route in his discretion (whether or not the nearest or most direct or geographic as customary or advertised route) and proceed to rist any place or port visitscerve or or more often and in any order;

 25 load or unload the goods at any place or port whatsoever once or more often and in any order;

 26 load or unload the goods at any place or port what stowed the goods at any place or port of whether or not any such port is named overleaf as the port of loading or purporting to act as or on behalf of such Covernment or Authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give such order or recommendations;

 27 permit the vessel to proceed with or without plot, to two or to be towed or to be drydocked.

 The liberties set out in sub clause a) above may be invoked by the Carrier for any purpose whatsoever, whether or not connected with the carriage of the goods, including loading or unloading other goods, bunkering, undergoing repairs, adjusting instruments, picking up or landing any person, including but not influent to persons involved with the operation or maintenance of the vessel and assesting other vessels in all situations; anything done in accordance wit
- a gevanion. By tendering goods for carriage without any written request for carriage in a specialized container or for carriage otherwise than in a contai Merchant accepts that carriage may properly be undertaken in a general purpose container and relieves the Carrier from any consec

therefrom.

Subcontracting
The Carrier shall be entitled to subcontract on any terms the whole of or any part of the carriage, loading, unloading, storing, warehousing, handling and any or all cluties whatsoever undertaken by the carrier in relation to the goods.
The Merchant undertakes that no claim or allegation shall be made against any servant, agent or subcontractor of the Carrier which imposes or attempts to impose upon any of them or any vessed owned by any of them any labelity whatsoever in connection with the goods and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, every such senant, agent or subcontractor shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for their benefit, and, in entering into this contract the Carrier to the extent of those provisions does so not only on its own behalf but also as agent and trustee for such several, agents or subcontractor. The expression "subcontractor" in this clause shall include direct and indirect subcontractors and their respective servants and the substance of the carrier to the extent of the carrier of the respective servants and the substance of the carrier of the carrier

and buses of sub-contractor in this clause shall include direct and indirect subcontractors and their respective servains and agents. The expression "subcontractor" in this clause shall include direct and indirect subcontractors and their respective servains and agents. It any time the contract of carriage evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage any lend other them inability of the goods or any part thereof to be safely or properly carried or carried further and howsoever arising (even though including any lend other than inability of the goods or any part three for the safely or properly carried or carried until any or the goods or any lend of the time this contract was entered into or the goods reace accepted for carriage), the carrier (whether or not the carriege of the goods and place the goods or any part of them at the Merchant's disposal at any place or port which the Carrier shall deem safe and convenient, whereupon the responsibility of the Carrier in respect of such goods shall ceases. The Carrier shall nevertheless be entitled to full freight on goods received for carriage and the Merchant shall pay any additional cost of the carriage. The carrier shall nevertheless be entitled to full freight on goods received for carriage and the Merchant shall pay any additional cost of the carriage or without preparties to the Carrier shall nevertheless the carrier of the carrier shall revertheless the carrier of the carrier shall revertheless the carrier of the carrier shall revertheless the carrier of the carrier shall revert the carrier

maximum period between such removal and the forwarding of the goods to the place of interioed delivery named in this bill of Leaunig.

Shipper's Packed containers:

The Carrier's 11 be railed, packed, stuffed or stowed by the Carrier.

The Carrier's 16 be railed for loss of or for damages to the goods only in case the Merchant proves that such loss or damages were not caused.

- The currier state to remain or which the container has been filled, packed, stuffed or stowed; or

 1) the manner in which the container has been filled, packed, stuffed or stowed; or

 2) the unsuitability of the goods for carriage in containers or

 3) the unsuitability or defective condition of containers provided that, where the container has been provided by or on behalf of the Carrier this

 sub-paragraph 3) shall only apply if the unsuitability or defective conditions arise without any want of due diligence on the part of the Carrier or would have been apparent upon reasonable inspection by the Merchant of the prior to the time when the container was filled, packed.

 The Merchant studied or stowed.

 The Werchant studies are the paragraph and a sub-paragraph and a sub-parag

- referred to in paragraph v), 3), the Merchant shall not be liable to indernify the Carrier in respect thereof unless both the provisions reterred to in the paragraph anaphy.

 The Merchant shall be liable for any damage and contamination to vessel, her tackle, apparel furniture and any other cargo loaded, caused by bad stowage and improper packing of goods inside any such container.

 Merchant's responsibility:

 Merchant shall be deemed to heve quaranteed to the Carrier the accuracy at the time of shipment of the marks, number, quality, quantity, responsible to the well-deemed to the Carrier than accuracy at the time of shipment of the marks, number, quality, quantity, inaccuracy in such particulars.

 The Merchant shall indemnify the Carrier against all losses, damages, fines and expenses arising or resulting from inaccuracy or inacdequary of such particulars or from any other cause in connection with the goods for which the Carrier is not responsible.

 The Merchant shall comply with all regulations or requirements of any Outsoms, port or any other Aurorities and shall bear and pay all duties, taxes, fines, imposts, expenses or charges (including ad valorem wharfage) or losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient making, numbering or addressing of goods and indemnify the Carrier in respect thereof.

 The Merchant also heeby agrees to incernify the Carrier against any other coats expenses that Customs.

 The Merchant also heeby agrees to incernify the Carrier against any other coats expenses that Customs and the carrier and the carrier against any outser coats expenses and containents/Pullary in accordance of the Carrier or integrating and or overlaining of goods excellently at time of opening Optional stowage an
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container(s) trailer(s) in respect of particulars of goods declared by him on the Bill of Lading.

Optional stowage and deck cargo:
The goods may be stowed by the Carrier or his servants or agents in containers and/or any other means of transportation.
Goods, whether or not packed in containers, may be carried on deck or under deck without notice to the Merchant and without need of a specific notation on the front of this Bill of Lading and all goods, whether carried on deck or under deck shall participate in General Average and shall be carried subject to those Rules, whenever applicable.

Notwithstanding sub clauses b) above in the case of goods which are stated on the face hereof as being carried on deck, and which are so carried, the Carrier shall be under no liability whatsoever for loss, damage or delay, howsoever and whatsoever arising.

Freight and charges:
Freight, whether actually paid or not, shall be considered as fully earned on receipt of the goods by the Carrier and not returnable, in any event, whether the vessel and/or goods arrives at her destination or whether she is lost on the voyage or whether due to force majeure she must return before reaching her destination, either due to stranding. Collision or any other cause or act of force majeure whatsoever which may cause the Carrier to discharge the goods in an intermedate port profts and also in the case of total or partial class or average to the goods. Freight and charges are always payable net and clear of any expenses at the place indicated overleaf, in no event shall the Merchant and/or the Holder have any rights of retention or vest off unless a countercleain is accepted in writing by the Carrier or determined by a final and briding Court.

ht and charges of whatever nature are payable at destination, they must be paid before taking delivery of the cargo or as may be agreed

- When freight and charges of whatever nature are payable at destination, they must be paid before taking delivery of the cargo or as may be agreed with the carrier.

 Save as provided in clause 9 (a), should it result from a check made by the Carrier that the declared weight or measurement of the cargo are less than that ascertained or that the contents belong to a higher Class or the Value of the goods has been incorrectly stated by the Merchant, as amount equal to double the Correct freight which would have been charged if the goods fauld been accurately excented or valued, as well as the agent shall be conclusive evidence for all purposes of the amount that would have been so charged.

 The carrier shall have a lien on the Goods and any documents relating thereto and all sums payable to the Carrier under this contract and for any sums referred to overleaf including but not limited to freight, dead refight, cargo demunge and relevant extra detertions derived the carrier under any other contract. The Carrier shall also have a lien on the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other contract. The Carrier shall be not the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other contract. The Carrier shall be provided by Clause 12 or 20, whichever is applicable, may be claimed with the consent of the Charges or other compensation, higher than the direction of the Merchant to writing, which exceeds the limits dray not these clauses has pastated in the Still of Lading and excepted by the Carrier and extra freight paid on such Velale. In such a case, the amount of the declared value shall substitute those limits. Any partiel loss of damage shall be adjusted for relation the based of such exception and of the goods and/or to secure them before or during the transportation. Any additional, cost, expense and/or extra deadfreight will be for the Merchant's account.

- Valuable goods: the the Carrier, his Agents or Servants, shall be liable for valuable goods unless the value thereof is declared in this Bill of Lading by Merchant and freight has been paid accordingly and also that such valuable goods shall have been suitably packed as follows: when packed in heaps, the same must be placed on the inside and sealed by sealing was or lead at the opening, when packed in wooden cases, the same must strongly relead finewer screwed) and iron strapped at the ends and opening, the seals entered deeply into the wood.

 Dangerous goods and contrabant.

 No goods which are or may become dangerous, inflammable or damaging (including radio-active materials or industrial or chemical waste of every nature) or which are or may become liable to damage any other property whatsoever shall be tendered to the Carrier of carriage without his express consent in writing, and without the container or any covering in which the goods are to be transported, and the goods being distinctly marked on their uoisde os as to indicate their nature and character, and so as to comply with any applicable laws, regulations or requirements relating to their transportation and carriage, if any such goods are delivered to the Carrier without such written consent or marking, or in the opinion of the Carrier the goods are or are liable to become of a dangerous, inflammable or damaging nature, the same yat any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to freight.
- The Merchant undertakes that the goods will be packed on presentation in a manner adequate to withstand the ordinary risks of a combined carriage including storage at any intermediate port having regard to their nature and in compliance with all laws and regulations which may be applicable during carriage.

 Whenever goods are discovered to be contraband or prohibited by any applicable laws or regulations, the Carrier, his servants and agents shall, at their absolute discertion, be at lither to jettisms, land, distertor or otherwise dispose of such goods. The Carrier shall not be liable to compensate the Merchant and the Merchant will be obliged to indemnify the Carrier for any loss, expense, including fines which may be imposed by any authority, and costs incurred or sustained as a consequence of any breach of the provisions of this clause. The Merchant shall also indemnify the Carrier for all costs of fire extinghishing, precautions, if any, detention and storage charges as well as disposal costs in the event of goods being ordered to be discharged because of their drangerous nature.

 Nothing contained in this clause shall deprive the Carrier of any of his rights otherwise provided for.

- Nothing contained in this clause shall deprive the Carrier of any of his ngnts ornerwise provided in the Refrigerated cargo:
 The Merchant undertakes not to tender for transportation any goods which require refrigeration without previously giving written notice to the Carrier of the nature and practicular temperature range to be maintained. In the case of refrigerated containers packed by or on behalf of the Merchant, he further undertakes that the goods have been properly stowed in the container and its thermostatic controls have been adequately set by him just before acceptance of the goods by the Carrier. If the above requirements are not compiled with the Carrier shall not be liable for any loss of or damage to the goods howsoever arising.
 The Carrier shall not be liable for any loss of or damage to the goods arising from latent defects, derangement, breakdown, stoppage of the refrigerating machinery, plant, insulation and/or any apparatus of the container, vessel, conveyance and any other facility, provided that the Carrier shall, before or at the beginning of the transportation, exercise due diligence in maintaining the same in a efficient manner. Refrigerated cargo carried in reefer containers shall be collected by consignees immediately upon discharge. The Carrier shall in no circumstances whatsever be lable for damage to the goods due to lack of or insufficient refigeration after the container has been discharged.

 Secial Delivery

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whatsoever be liable for damage to the goods due to lack of or insufficient refigeration after the container has been discharged. pecial Delivery pecial Delivery provided in the process are full Container Load and delivering same as Less than Container Load (FCLLCL) and/or for split or provided to the provided that the Carrier shall be a provided to the provided that the Carrier shall not be liable for any shortage, loss, damage or discrepancies of the goods, which are found upon destifining the container. The Merchant shall be able for an appropriate adjustment of the freight and charges and shall pay all additional costs incurred. Special arrangements for receiving the goods as Less than Container Load and delivering them as Full Container Load (ICLFCL) shall be indertaken by the Carrier at his absolute discretion and on condition that the Carrier shall not be liable for any shortage, loss, damage, or isosrepancies of the goods which are found and the provided that the Carrier shall have exercised ordinary care in eaching the container. (The Merchant shall pay all additional costs incurred), between the provided that the Carrier shall have exercised ordinary care in eaching the containers that exercise shall be additional costs incurred). Heum of empty containers trailers whellows are beyond Carrier's custody during such period. Vessell likewise is not responsible for damages attend on containers trailers/whicles on discharge at end of return voyage are containers/trailers/whicles on discharge at end of return voyage unless cargo interests and/or owners of container fullers/whicles on discharge at end of return voyage unless cargo interests and/or owners of containers/allers/whicles on discharge at end of return voyage unless cargo interests and/or owners of containers/allers/whicles on discharge at end of return voyage unless cargo interests and/or owners of containers/allers/whicles on discharge at end of return voyage unless cargo interests and/or owners of containers/allers/whicles on discharge at e

- Solution of the same of the same of signing by him that contained strates event has were in glocol order and containing him to sue.

 Unless notice of loss or damage to the goods and of the general nature of it be given in writing to the Carrier at the place of delivery before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or life loss or damage be not apparent, within three consecutive days thereafter, such removal shall be prima facile evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.

 Subject to sub-clause 3) below the Carrier shall be discharged from all liability under this Bill of Lading unless suit is brought and written notice thereof given to the Carrier within twelve months after deprode the transportation of the goods. In the case of lotal loss of the goods the period shall begin to run two temperatures and the goods have been reached for transportation of the goods. In the case of lotal loss of the goods the period shall begin to run two immediately adiacent to the sea terminal at the port of lading to a CV or CFS in or immediately adiacent to the sea terminal at the port of discharge, the Carrier shall be discharged from all liability whatsoever in respect of the goods unless suit is brought within one year of their delivery or of the date when the goods should have been delivered.

 Tracing of the goods

 Carrier shall be a period of six months, from the date of the Vessel's arrival, for the purpose of tracing goods which eventually did not reach their

- clare when the goods should have been delivered. Tracing of the goods of six months, from the date of the Vessel's arrival, for the purpose of tracing goods which eventually did not reach their straight. In the case of the Carrier having traced the goods which were mislaid, the Carrier shall have the right to redeliver the same even if legal ceedings have already been commenced, provided that such proceedings are still to be concluded by a final Judgement. On receiving the said ods, the Merchant must abandon and discontinue absolutely, such legal proceedings without claming rembursement of any legal expenses. The Notificial state of the goods and the story of the goods and destination. Probabilities against abandonment of goods to the Carrier to case has the Merchant the right to abandon the goods entrusted to the Carrier for the goods and all cost, finas, storage or demurgage arising therefrom.

 The amount of compensation in case of demonstrate of the goods, provided daveys that the Carrier is liability seen to exceed \$1.03,29. per package or unit (in case the flatal Code of Nagation of the goods, provided daveys that the Carrier is liability seen of exceed the Carrier's such dave the control of the goods and the code of Nagation of the goods. For visit of the goods are the seen of exceed \$1.03,29. per package or unit (in case the flatal Code of Nagation of the goods and the carrier's liability seen of exceed US 500 per Package or, in the case of goods not shipped in packages, US 500 per customary freight unit according to the provisions of the US. Carriage of Goods by Sea Act, 1398 (COSAS), it is remailer unit is referred to make the other than the meaning of the word "package" shall be any palletized and/or unitized assemblage of cartons or other smaller packages which has been palatized or unitized for the convenience of the Merchant of the Goods of Nagation in the Carrier is the Word "package" shall be any palletized and/or unitized assemblage of cartons or other smaller units refered to the text of this

The Carrier's state in no crott/Distance be taken to intenting this merchanism cape, the composition of the

bit-incom and any other additional securities as the Carrier may require shall be furnished by the Merchant to the Carrier before delivery of the goods.

If the Carrier delivers the goods without obtaining security for the General Average contributions, the Merchant, by taking delivery of the goods undertakes personal responsibility to pay such contributions and to provide such cash deposit or other security for the immediate and contributions as the Carrier shall require.

In the Carrier shall be under no obligation to exercise any lien for any General Average contributions due to the Merchant.

In the Carrier shall be under no obligation to exercise any lien for any General Average contributions due to the Merchant.

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or only, for which or only to revision only to the consequence of which, the Carrier is resulting from any cause whatsoever, whether due to negligence or only, for which or only to revision the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or only, for which or only to which or only to repeat only the Carrier, sakes shall be paid for as fully and in the same manner as if the salving ship belonged to strangers.

23 Both to blame collision clause if the carrying ship comes into collision with another ship as a result of the negligence of that other ship or any act, neglect or default in the navigation of the carrying ship, the Merchant undertakes to pay to the Carrier or, where the Carrier is not the owner and or obserse other and or ot

Tariff
mrs and conditions of the Carrier's applicable tariff concerning delivery at the terminal, handling and storage of goods before loading on the
del vissel and after discharge are to be considered as fully incorporated herein,
user attention is drawn to the terms therein relating to demurrages/detentions. Copies of the relevant provisions of the applicable tariff are
nable from the Carrier or his Agents upon request, in case of inconsistency between this Bill of Lading and the applicable tariff, the terms of this

"AS OF 30/07/2025. THE REGISTERED OFFICE OF CARRIER'S COMPANY HAS BEEN TRANSFERRED TO: PIAZZA GENTILI ALBERICO 3, 90143 PALERMO (PA), ITALY." "A DECORRERE DAL 30/07/2025. LA SEDE LEGALE DELLA SOCIETÀ DEL VETTORE (CARRIER) È STATA TRASFERITA IN: PIAZZA GENTILI ALBERICO 3, 90143 PALERMO (PA), ITALIA."