

SHIPPER

CONSIGNEE (Carrier not responsible for failure to notify).

NOTIFY PARTY (Carrier not responsible for failure to notify).



1921 Ignazio Messina & C.

Ignazio Messina & C. S.p.A. a Socio Unico
 Società soggetta all'attività di Direzione e Coordinamento da parte di "Gruppo Messina S.p.A."

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Number of original Bs/L **BILL OF LADING** B/L No.

Received by the Carrier from the Shipper in apparent good order and conditions (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated below stated by the Shipper to comprise the cargo specified below for transportation subject to all the terms hereof (including the terms on the reverse hereof and the terms of the Carrier's applicable tariff) from the place of acceptance or the port of loading, whichever applicable, to the port of discharge or final destination, whichever applicable. On presentation of one original of Bill of Lading (duly endorsed) to the Carrier, by or on behalf of the Holder, the rights and liabilities arising in accordance with the terms hereof shall without prejudice to any rule or custom law or statute rendering them binding upon the Shipper, Holder and Carrier become binding in all respects between the Carrier and Holder as though the Contract contained herein or evidenced hereby had been made between them. In witness whereof the number of original Bills of Lading stated herein all of this tenor and date has been signed, one of which being accomplished the others to stand void.

Forwarding Agent Booking No.

Port of loading Port of discharge Vessel Voyage No.

Pre-carriage by (*) Place of acceptance by pre-carrier (*) Final destination (*)

Marks and numbers	Packages		Description of goods	Weight declared Kos	Measurement Cbm
	Quantity	Kind			
COPY NOT NEGOTIABLE					

Total No. of Packages for LCL Total No. of Containers for FCL

(*) Applicable only when this document is used Through Bill of Lading.

Weight, measure, marks, number, quality, contents and value, if mentioned in this Bill of Lading, are to be considered unknown unless the contrary has been expressly acknowledged and agreed to. The signing of Bill of Lading by Carrier is not to be considered as such an agreement.

In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulation, whether written, typed, printed, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant. The Shipper according to and by the effect of articles 1341 and 1342 of the Italian Civil Code declares specifically to approve the conditions of this Bill of Lading Nos. 2c) 3 - 4 - 5 - 6 - 7 - 8 - 12 - 15a) 15b) 16a) 16b) 17 - 21 - 22 - 23 of which he declares his knowledge. (Terms, Ed. 09/02).

THE SHIPPER

Special provisions overleaf printed under letter _____ to apply

Special clauses hereunder printed Nos _____ to apply

SPECIAL CLAUSES (only those expressly stated on front page with relevant number are applicable) - (Ed. 09/02)

<p>1) Free out.</p> <p>2) Ex-ramp (liner out).</p> <p>3) F.A.S. delivery.</p> <p>4) Free Terminal delivery.</p> <p>5) F.O.T. at Port Container Terminal delivery.</p> <p>6) Door Delivery.</p> <p>7) Through Bill of Lading. If this document is used as a Through Bill of Lading it is agreed that the issuing sea Carrier accepts responsibility for the sea carriage only and acts as Agent for the Shipper in arranging carriage and in handling the goods to the</p>	<p>subsequent Carrier. Therefore pre-carriage/on-carriage even if arranged by ship Agent (or subcontractors), are at risk and expenses of the Merchant.</p> <p>8) Custom clearance, transit taxes, transit port storage dues, overtime, truck demurrages at site and fees whatsoever for account of Consignee.</p> <p>9) Said to contain. Conditions, quality and quantity of the goods not checked by the Carrier.</p> <p>10) Said to contain. Shipper's pack, load, stow and count.</p>	<p>Conditions, quality and quantity of the goods not checked by the Carrier.</p> <p>11) Remarks as per attached checking lists which are to be considered as part of this Bill of Lading.</p> <p>12) Being perishable the goods declared by shipper, carrier is not responsible for damages to cargo arising from rot, deterioration sweating condensation and/or other similar causes. Moreover due to nature of the goods same to be withdrawn by receiver within 48 hours from its arrival at the place of delivery; eventual delay exempts</p>
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carrier from any responsibility for damages.

13) This ship is not owned/operated by Israeli Company nor black listed and never scheduled or called at any Israeli port.

14) Merchant is aware that in accordance with conditions of this B/L, Carrier is not responsible for damages to empty trailers/containers and vehicles (Merchant's own equipment) while on return voyage, unless Merchant proves that such an equipment has been reloaded in sound conditions, Master having no means to check it.

15) Empty trailers/containers to be returned free of freight:

A) at Free In/F.A.S. condition.
 B) at F.A.S./F.A.S. condition.
 C) at Ramp/F.A.S. condition.
 D) at Ramp/Ramp condition.

16) Dangerous/Hazardous cargo: Shipper/Receivers responsible for direct delivery upon discharge and for eventual return freight.