

DETAILED PACKING LIST

ORIGINAL

ISSUE DATE: March 31, 2025

THE BUYER / APPLICANT

DAVRO STEEL LIMITED
 9 HAYES TRADING ESTATE HINGLEY ROAD HALESOWEN WEST MIDLANDS B63 2RR GB

GOODS DESCRIPTION :

PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL

NO.	SIZE (MM)	COIL NUMBER	GRADE	QUANTITY (NO OF COIL)	NET WEIGHT (KGS)	GROSS WEIGHT (KGS)
1	0.50 X 1250	12503310034800	DX51D	1	24,140	24,260
2	0.50 X 1250	12503310035300	DX51D	1	24,210	24,330
3	0.50 X 1250	12503310035600	DX51D	1	24,160	24,270
4	0.50 X 1250	12503310035700	DX51D	1	24,200	24,310
5	0.50 X 1250	12503310036200	DX51D	1	24,130	24,240
6	0.50 X 1250	12503310036400	DX51D	1	24,050	24,170
7	0.50 X 1250	12503310036700	DX51D	1	24,110	24,220
8	0.50 X 1250	12503310036800	DX51D	1	24,120	24,220
9	0.50 X 1250	12503310036900	DX51D	1	24,150	24,260
10	0.50 X 1250	12503310037100	DX51D	1	24,040	24,150
11	0.50 X 1250	12503310037400	DX51D	1	24,030	24,140
12	0.50 X 1250	12503310037500	DX51D	1	24,040	24,160
13	0.50 X 1250	12503310038000	DX51D	1	24,040	24,150
14	0.50 X 1250	12503310038100	DX51D	1	24,140	24,250
15	0.50 X 1250	12503310038200	DX51D	1	24,020	24,140
16	0.50 X 1250	12503310038300	DX51D	1	24,130	24,230
17	0.50 X 1250	12503310038400	DX51D	1	24,090	24,190
18	0.50 X 1250	12503310038500	DX51D	1	24,030	24,140
19	0.50 X 1250	12503310038900	DX51D	1	24,150	24,260
20	0.50 X 1250	12503310039000	DX51D	1	24,060	24,180
21	0.50 X 1250	12503310039100	DX51D	1	24,250	24,360
22	0.50 X 1250	12503310039200	DX51D	1	24,090	24,200
23	0.50 X 1250	12503310039300	DX51D	1	24,200	24,310



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24	0.50 X 1250	12503310039400	DX51D	1	24,110	24,220
25	0.50 X 1250	12503310039600	DX51D	1	24,160	24,260
26	0.50 X 1250	12503310040000	DX51D	1	24,240	24,340
27	0.50 X 1250	12503310040100	DX51D	1	24,060	24,180
28	0.50 X 1250	12503310041100	DX51D	1	24,130	24,240
29	0.50 X 1250	12503310041200	DX51D	1	24,090	24,200
30	0.50 X 1250	12503310041500	DX51D	1	24,190	24,310
31	0.50 X 1250	12503310041800	DX51D	1	24,110	24,210
32	0.50 X 1250	12503310042000	DX51D	1	24,270	24,370
33	0.50 X 1250	12503310042100	DX51D	1	24,080	24,180
34	0.50 X 1250	12503310042200	DX51D	1	24,230	24,330
35	0.50 X 1250	12503310042300	DX51D	1	24,020	24,130
36	0.50 X 1250	12503310042400	DX51D	1	24,080	24,190
37	0.50 X 1250	12503310042500	DX51D	1	24,090	24,190
38	0.50 X 1250	12503310042700	DX51D	1	24,020	24,120
39	0.50 X 1250	12503310042800	DX51D	1	24,040	24,150
40	0.50 X 1250	12503310042900	DX51D	1	24,200	24,320
41	0.50 X 1250	12503310043100	DX51D	1	24,100	24,210
42	0.50 X 1250	12503310043200	DX51D	1	24,070	24,190
TOTAL				42	1,012,870	1,017,480

ITEM	SIZE (MM)	GRADE	COATING	QUANTITY (NO OF COIL)	NET WEIGHT (KGS)	GROSS WEIGHT (KGS)
1	0.50 X 1250	DX51D	Z140	42	1,012,870	1,017,480
	TOTAL			42	1,012,870	1,017,480



NGUYEN KHAC HAI

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CARGO INSURANCE POLICY

Policy No.: P-25/BTA/HHA/1200/000212 Date of issue: 28/03/2025

Based on request and payment of the premium, as agreed, of the Assured, Petrolimex Insurance Corporation (PJICO) hereby agree to insure the following cargo subject to condition(s) and/or clause(s) of insurance stated in this policy or endorsements if any

ORIGINAL

**SCHEDULE**

Name and address of the Assured:		POMINA FLAT STEEL JOINT STOCK COMPANY PHU MY I INDUSTRIAL ZONE, PHU MY WARD, PHU MY CITY, BA RIA-VUNG TAU, VIETNAM	
Name of Vessel or No. of flight:	OTZIAS V.OTZI-002 B/L NO.: POBUPHULIV250018	Sailing on or about:	13/04/2025
Voyage at and from:	WAREHOUSE IN VIETNAM	Transshipment:	NOT ALLOWED
		To:	WAREHOUSE IN UK
Subject - matter insured: PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL QUANTITY: 42 COILS; 1,012.87 MTS (N.W); 1,017.48 MTS (G.W) INVOICE NO.: IC2503006 DATED March 31, 2025 PACKING: MILLS STANDARD EXPORT STANDARD - PAPER CORE. Exchange Rate: 25,760 VND/USD			
Sum insured:	USD 785,480.69 (110% OF THE INVOICE VALUE)	Premium rate:	0.02000 %
Premium:	USD 157.10	VAT:	USD 15.71
		Total amount of payment:	USD 172.81
Clauses, conditions, endorsements and warranties: FROM WAREHOUSE TO WAREHOUSE: - FROM SUPPLIERS' WAREHOUSE TO PORT OF LOADING SUBJECT TO INSTITUTE CARGO CLAUSES (C) 1.1.2009 CL384 DATE 01/01/2009; - FROM PORT OF LOADING TO PORT OF UNLOADING SUBJECT TO INSTITUTE CARGO CLAUSES (A) 1.1.2009 CL382 DATE 01/01/2009; - FROM PORT OF UNLOADING TO FINAL WAREHOUSES OF THE INSURED SUBJECT TO INSTITUTE CARGO CLAUSES (C) 1.1.2009 CL384 DATE 01/01/2009; - INSTITUTE RADIOACTIVE CONTAMINATION, CHEMICAL, BIOLOGICAL, BIO-CHEMICAL AND ELECTROMAGNETIC WEAPONS EXCLUSION CLAUSE (10.11.03) - CL370;- MARINE CYBER ENDORSEMENT - LMA 5403; - RUSSIA AND UKRAINA EXCLUSION CLAUSE; - JOINT EXCESS LOSS COMMITTEE TERRORISM EXCLUSION CLAUSE (16 NOVEMBER 2001); - NUCLEAR ENERGY RISKS EXCLUSION CLAUSE (MARINE) - 1.1.89; - SANCTION LIMITATION AND EXCLUSION CLAUSE - JC2010/014 - 11/8/2010; - JOINT EXCESS LOSS COMMITTEE COMMUNICABLE DISEASE EXCLUSION CLAUSE (JX2020-009A) DATED 06/11/2020; - RUSSIAN OIL AND OIL PRODUCTS CAP CLAUSE - JX2023-017; - FIVE POWERS WAR CLAUSE - JC2023-024; - THE OTHER TERMS & CONDITIONS AS PER OPEN POLICY NO.: 0011/BTA/HHA/2024 DATED 13/05/2024			
In the event of loss or damage which may involve a claim under this insurance, no claim will be admitted unless immediate notice for survey has been given to and a survey report obtained from or with approval of: LLOYD'S SURVEY AGENT - Lloyd's Agent Liverpool (United Kingdom) Add: Shipwright House - Queens Dock Commercial Centre 67-83 Norfolk Street - Liverpool - L1 0BG - United Kingdom Phone:+44 151 7072233 (24 hours); Fax:+44 151 7072170; Email: liverpool@lgsamarine.co.uk Contact name: Mr John Mallion/ Marine Surveyor; Phone: +44 151 707 2233; Email: john.mallion@lgsaliverpool.co.uk			
In case where there is no Agents, the Nearest Lloyd's Agents must be applied for survey			
Claims if any payable at /in:	UK,		
By:	PJICO BEN THANH (Email: annl.pjico@petrolimex.com.vn)		P-TIS

IMPORTANT: In the event of Loss or damage, please see the importance notice overleaf.

In witness whereof the undersigned have subscribed their name for and on behalf of the underwriters.

PETROLIMEX INSURANCE CORPORATION



(AUTHORISED SIGNATURE)

Deputy Director
Pham Ngoc Mai

NGHĨA VỤ CỦA NGƯỜI ĐƯỢC BẢO HIỂM KHI XẢY RA TỖN THẤT

Khi xảy ra mất mát hay hư hỏng thuộc phạm vi trách nhiệm hợp đồng bảo hiểm, Người được bảo hiểm phải:

- Thông báo ngay cho Tổng Công ty cổ phần bảo hiểm Petrolimex (PJICO) hay đại lý họ chỉ định đến giám định. Trừ khi trước đó đã có một thoả thuận khác, Người bảo hiểm có quyền từ chối giải quyết một vụ khiếu nại không được chứng minh bằng biên bản giám định.

- Phải tiến hành mọi biện pháp có thể thực hiện được nhằm phòng tránh hoặc giảm nhẹ tổn thất cho hàng hoá được bảo hiểm. Người bảo hiểm sẽ không chịu trách nhiệm bồi thường cho những mất mát hay hư hỏng xảy ra do phía Người được bảo hiểm không chấp hành đầy đủ nghĩa vụ của họ như đã quy định.

ĐẶC BIỆT, trong mọi trường hợp, Người được bảo hiểm hay đại lý của họ có trách nhiệm đảm bảo thực hiện và bảo lưu đầy đủ cho Người bảo hiểm quyền khiếu nại đối với người chuyên chở, người nhận uỷ thác hàng hoá hay người thứ ba khác, họ cần làm theo những quy định sau đây:

1. Khiếu nại ngay người vận chuyển, chính quyền cảng hay những người nhận uỷ thác hàng về bất kỳ kiện hàng nào bị mất.

2. Yêu cầu đại diện người chuyên chở hay người nhận uỷ thác hàng tham gia việc chứng kiến giám định ngay khi phát hiện hàng hoá có hiện tượng mất mát hoặc hư hỏng và qua giám định nếu thấy thực tế có tổn thất thì phải lập hồ sơ khiếu nại họ.

3. Trừ khi đã có thư kháng nghị, trong mọi trường hợp không được cấp giấy biên nhận hoàn chỉnh cho những hàng hoá có hiện tượng nghi vấn.

4. Gửi giấy báo cho đại diện người chuyên chở hay người nhận uỷ thác hàng hoá trong vòng ba ngày sau khi nhận hàng nếu tổn thất thuộc loại khó phát hiện vào thời gian nhận hàng.

POMINA FLAT STEEL JOINT STOCK COMPANY

HỒ SƠ KHIẾU NẠI BỒI THƯỜNG

Khi đòi Người bảo hiểm bồi thường về những mất mát hay hư hỏng thuộc trách nhiệm hợp đồng bảo hiểm, Người được bảo hiểm cần nộp đủ giấy tờ chứng minh, trong đó tùy trường hợp liên quan phải có:

1. Bản chính của đơn bảo hiểm hoặc giấy chứng nhận bảo hiểm.

2. Bản chính hoá đơn gửi hàng, kèm tờ kê ghi nội dung hàng hoá và hoặc phiếu ghi trọng lượng.

3. Bản chính của vận tải đơn và/hoặc hợp đồng chuyên chở khác loại.

4. Biên bản giám định và chứng từ tài liệu khác chỉ rõ mức tổn thất. 5. Giấy biên nhận hoặc giấy chứng nhận tàu giao hàng và phiếu ghi trọng lượng tại nơi nhận cuối cùng.

6. Công văn thư từ trao đổi với người chuyên chở và các bên khác về trách nhiệm của họ đối với tổn thất.

7. Thư đòi bồi thường.

CHUYỂN QUYỀN ĐÒI BỒI THƯỜNG

Sau khi thanh toán bồi thường theo hợp đồng bảo hiểm, mọi khoản khiếu nại và quyền khiếu nại của Người được bảo hiểm đối với người thứ ba đều được chuyển cho Người bảo hiểm mà giới hạn là số tiền đã bồi thường. Người được bảo hiểm có trách nhiệm chuyển cho Người bảo hiểm mọi tài liệu và bằng chứng của họ và phải làm đầy đủ thủ tục đáp ứng yêu cầu thực hiện quyền truy đòi của Người bảo hiểm. Nếu Người được bảo hiểm bỏ qua quyền đòi người thứ ba hoặc nếu do lỗi của họ mà không thể thực hiện được quyền này (như hết hạn gửi thư khiếu nại người chịu trách nhiệm về tổn thất v.v...) thì Người bảo hiểm sẽ được miễn trách nhiệm bồi thường.

PROCEDURE IN THE EVENT OF A LOSS

It is the duty of the Assured (and their servants or agents):

- To contact Petrolimex Insurance Corporation (PJICO) or their survey agent immediately with details of the cause and estimated amount of loss. Unless otherwise previously agreed, the Insurer shall have the right to decline a claim not supported by a survey report.

- To take all reasonable steps to avert or minimize such loss or damage. Failure to do so may prejudice your claim with the Insurer.

IN PARTICULAR, the Assured is required to ensure that all rights against Carriers and/or other Third Parties are properly preserved and excised. Irrespective of the potential amount of loss or damage the following steps must be taken:

1. Immediate notice must be given in writing to all third parties, carriers, Port Authorities or other Bailees who may be responsible for the loss or damage formally holding them liable for the loss or damage. 2. In all cases, invite to the survey, if necessary registered letter, the carriers and/or other responsible third party; and send without delay a registered letter of reservations to them, informing of the loss damage found.

3. In no circumstances, except under written protest, should you sign the delivery receipt as having received the consignment in good order where the goods are received in doubtful condition or unexamined. Any sign of damage and/or shortage must be recorded on the delivery receipt.

4. If the loss was not apparent at the time of taking delivery, notice in writing must be provided to the third parties, carriers, Port Authorities and/or other bailees within three days of delivery; Immediately notify the police in respect of losses where a crime such as theft, arson or malicious damages is suspected and retain the police crime number.

DOCUMENTATION OF CLAIMS

To enable claims to be dealt with promptly, the Assured or their Agents are advised to submit all available supporting documents without delay, including when applicable:

1. Original Policy or Certificate of Insurance.

2. Original Commercial Invoice covering whole consignment or Sales Invoice or Suppliers Invoice or other evidence of valuation.

3. Original copy of Consignment Note (i.e. AWB, Bill of Lading, CMR, other waybill or Consignment Note).

4. Delivery Receipts or Interchange Receipts (clausured to indicate damage) or Proof of Delivery

5. Loading and Unloading Reports/Airline Release Notes, Outturn Report and/or Landing Account, Packing List or Specification, Repair Invoice.

6. Copies of Letters of Reserve to Third Party Carrier, Copies of correspondence exchanged with the carriers and/or third parties formally holding them responsible for the loss; and Responses to the above.

7. Claim letter with Quantified Statement of Claim.

SUBROGATION

The Insurer shall, on payment of any loss hereunder, be subrogated to the extent of such payment to all rights of recovery by the Assured against any person or corporation, private or municipal, and the Assured shall assign all such rights of action to the Insurer or to any person acting on its behalf. The Assured further agrees to render all reasonable assistance in such action. The Insurer shall not be liable for any loss, which, without its consent, has been settled or compromised with any other party.

SHIPMENT ADVICE

COPY

ISSUE DATE: April 15, 2025

THE BUYER / APPLICANT

DAVRO STEEL LIMITED
9 HAYES TRADING ESTATE HINGLEY ROAD HALESOWEN WEST MIDLANDS B63 2RR GB

DEAR VALUED CUSTOMER,

DESCRIPTION OF GOODS:

PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL

CONTRACT NUMBER: 034/2025/CRX

NUMBER OF COILS LOADED: 42

NET WEIGHT OF QUANTITY SHIPPED (MT): 1,012.870

GROSS WEIGHT (MT): 1,017.480

THE VALUE OF THE CARGO (USD): 714,073.35

VESSEL NAME: OTZIAS

VOY NO: OTZI-002

B/L NUMBER: POBUPHULIV250018

B/L DATE: April 13, 2025

ETD: April 13, 2025

ETA AT DISCHARGE PORT: May 29, 2025

LOADING PORT: PHU MY PORT IN VIETNAM

DISCHARGING PORT: LIVERPOOL UNITED KINGDOM

WE CONFIRM THAT SHIPMENT ADVICE HAS BEEN SENT BY EMAIL TO JOHN.EVANS(AT)DAVROSTEEL.CO.UK WITH DETAILS INCLUDING: CONTRACT NUMBER, VESSEL NAME, LOADING PORT, B/L NUMBER AND B/L DATE, DESCRIPTION OF GOODS, GROSS WEIGHT, NET WEIGHT OF QUANTITY SHIPPED, ETD, ETA AT DISCHARGE PORT, WITHIN 5 WORKING DAYS AFTER BILL OF LADING DATE.



NGUYEN KHAC HAI

MILL TEST CERTIFICATE ACC TO EN 10204/3.1

DATE OF ISSUED: March 31, 2025

Customer (-Address)	DAVRO STEEL LIMITED 9 HAYES TRADING ESTATE HINGLEY ROAD HALESOWEN WEST MIDLANDS B63 2RR GB																			
Commodity & Specification	PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL SPECIFICATION: AS PER BS EN 10346:2015 HS CODE: 721049																			
Manufacturer's information	POMINA FLAT STEEL JOINT STOCK COMPANY ADDRESS : PHU MY I INDUSTRIAL ZONE, PHU MY WARD, PHU MY CITY, BA RIA - VUNG TAU PROVINCE, VIETNAM																			
		MECHANICAL PROPERTIES																		
No.	Coil Number	SIZE IN TCT Thickness X Width (MM)	Net Weight (kg)	Gross Weight (kg)	Grade	Coating Mass (G/M2)	T-BEND	Coating weight (g/m2)	Tensile Strength N/mm2	Elongation (%)	Yield strength N/mm2	Hardness (HV)	Hardness (HRB)	Chemical Composition (%)						
														C x10 ⁻²	Si x10 ⁻²	Mn x10 ⁻²	P x10 ⁻³	S x10 ⁻³	Aluminium x10 ⁻³	N x10 ⁻⁴
1	12503310034800	0.50 x 1250	24,140	24,260	DX51D	Z140	0T0T	141	392	25.73	330	115	65	4.0	2.0	16.0	17.0	1.0	32.1	0
2	12503310035300	0.50 x 1250	24,210	24,330	DX51D	Z140	0T0T	142	386	25.73	314	115	65	3.0	1.0	16.0	11.0	4.0	35.7	0
3	12503310035600	0.50 x 1250	24,160	24,270	DX51D	Z140	0T0T	143	391	26.56	326	115	65	4.0	1.0	16.0	7.0	1.0	24.8	0
4	12503310035700	0.50 x 1250	24,200	24,310	DX51D	Z140	0T0T	143	399	23.24	339	117	66	5.0	1.0	15.0	13.0	4.0	25.8	0
5	12503310036200	0.50 x 1250	24,130	24,240	DX51D	Z140	0T0T	143	380	25.73	323	114	64	4.0	2.0	16.0	16.0	2.0	37.7	0
6	12503310036400	0.50 x 1250	24,050	24,170	DX51D	Z140	0T0T	143	377	27.39	294	113	63	5.0	1.0	16.0	11.0	6.0	29.0	29
7	12503310036700	0.50 x 1250	24,110	24,220	DX51D	Z140	0T0T	143	390	28.22	307	115	65	4.0	1.0	15.0	11.0	5.0	25.0	26
8	12503310036800	0.50 x 1250	24,120	24,220	DX51D	Z140	0T0T	143	381	27.39	309	114	64	3.0	1.0	16.0	11.0	4.0	35.7	0
9	12503310036900	0.50 x 1250	24,150	24,260	DX51D	Z140	0T0T	143	383	29.88	318	114	64	4.0	1.0	16.0	14.0	2.0	30.9	0
10	12503310037100	0.50 x 1250	24,040	24,150	DX51D	Z140	0T0T	143	378	28.22	287	113	63	5.0	1.0	16.0	11.0	6.0	29.0	29
11	12503310037400	0.50 x 1250	24,030	24,140	DX51D	Z140	0T0T	143	392	27.39	299	115	65	4.0	1.0	16.0	13.0	3.0	26.8	0
12	12503310037500	0.50 x 1250	24,040	24,160	DX51D	Z140	0T0T	143	381	27.39	290	114	64	3.0	2.0	16.0	6.0	2.0	36.0	47
13	12503310038000	0.50 x 1250	24,040	24,150	DX51D	Z140	0T0T	142	388	26.56	318	115	65	3.0	1.0	16.0	17.0	4.0	21.5	0

No.	Coil Number	SIZE IN TCT Thickness X Width (MM)	Net Weight (kg)	Gross Weight (kg)	Grade	Coating Mass (G/M2)	MECHANICAL PROPERTIES										Chemical Composition (%)				
							T-BEND	Coating weight (g/m2)	Tensile Strength N/mm2	Elongation (%)	Yield strength N/mm2	Hardness (HV)	Hardness (HRB)	C	Si	Mn	P	S	Aluminium	N	
																					x10 ⁻²
14	12503310038100	0.50 x 1250	24,140	24,250	DX51D	Z140	OT0T	141	383	25.73	319	114	64	4.0	2.0	16.0	15.0	1.0	21.7	0	
15	12503310038200	0.50 x 1250	24,020	24,140	DX51D	Z140	OT0T	143	390	25.73	323	115	65	3.0	1.0	17.0	12.0	3.0	42.0	37	
16	12503310038300	0.50 x 1250	24,130	24,230	DX51D	Z140	OT0T	143	385	26.56	324	115	65	3.0	1.0	16.0	12.0	1.0	31.5	0	
17	12503310038400	0.50 x 1250	24,090	24,190	DX51D	Z140	OT0T	142	388	25.73	321	115	65	4.0	1.0	15.0	10.0	5.0	25.0	20	
18	12503310038500	0.50 x 1250	24,030	24,140	DX51D	Z140	OT0T	143	394	24.9	330	115	65	5.0	2.0	16.0	14.0	5.0	31.1	0	
19	12503310038900	0.50 x 1250	24,150	24,260	DX51D	Z140	OT0T	142	381	24.07	308	114	64	3.0	1.0	16.0	13.0	1.0	27.9	0	
20	12503310039000	0.50 x 1250	24,060	24,180	DX51D	Z140	OT0T	141	386	24.9	327	115	65	3.0	1.0	16.0	14.0	2.0	28.4	0	
21	12503310039100	0.50 x 1250	24,250	24,360	DX51D	Z140	OT0T	142	393	24.07	333	115	65	4.0	2.0	17.0	15.0	1.0	26.2	0	
22	12503310039200	0.50 x 1250	24,090	24,200	DX51D	Z140	OT0T	143	394	24.07	336	115	65	4.0	2.0	16.0	15.0	2.0	34.2	0	
23	12503310039300	0.50 x 1250	24,200	24,310	DX51D	Z140	OT0T	141	397	24.9	343	117	66	4.0	3.0	17.0	16.0	2.0	37.5	0	
24	12503310039400	0.50 x 1250	24,110	24,220	DX51D	Z140	OT0T	143	389	25.73	330	115	65	3.0	1.0	16.0	12.0	1.0	31.5	0	
25	12503310039600	0.50 x 1250	24,160	24,260	DX51D	Z140	OT0T	141	402	25.73	324	119	67	4.0	2.0	16.0	16.0	1.0	27.1	0	
26	12503310040000	0.50 x 1250	24,240	24,340	DX51D	Z140	OT0T	142	396	26.56	318	116	66	4.0	1.0	17.0	10.0	10.0	36.0	24	
27	12503310040100	0.50 x 1250	24,060	24,180	DX51D	Z140	OT0T	143	392	26.56	331	115	65	5.0	2.0	17.0	12.0	1.0	33.4	0	
28	12503310041100	0.50 x 1250	24,130	24,240	DX51D	Z140	OT0T	143	393	27.39	330	115	65	4.0	3.0	16.0	15.0	2.0	28.2	0	
29	12503310041200	0.50 x 1250	24,090	24,200	DX51D	Z140	OT0T	142	401	23.24	346	118	67	5.0	1.0	16.0	14.0	1.0	31.7	0	
30	12503310041500	0.50 x 1250	24,190	24,310	DX51D	Z140	OT0T	142	391	24.07	324	115	65	3.0	1.0	17.0	16.0	1.0	28.8	0	
31	12503310041800	0.50 x 1250	24,110	24,210	DX51D	Z140	OT0T	142	384	24.9	322	114	64	4.0	1.0	16.0	14.0	4.0	26.7	0	
32	12503310042000	0.50 x 1250	24,270	24,370	DX51D	Z140	OT0T	142	409	24.9	349	121	68	3.0	1.0	16.0	13.0	3.0	23.6	0	

No.	Coil Number	SIZE IN TCT Thickness X Width (MM)	Net Weight (kg)	Gross Weight (kg)	Grade	Coating Mass (G/M2)	MECHANICAL PROPERTIES										Chemical Composition (%)						
							T-BEND	Coating weight (g/m2)	Tensile Strength N/mm2	Elongation (%)	Yield strength N/mm2	Hardness (HV)	Hardness (HRB)	C x10 ⁻²	Si x10 ⁻²	Mn x10 ⁻²	P x10 ⁻³	S x10 ⁻³	Aluminium x10 ⁻³	N x10 ⁻⁴			
33	12503310042100	0.50 x 1250	24,080	24,180	DX51D	Z140	0T0T	141	404	24.9	341	119	67	4.0	2.0	16.0	11.0	2.0	31.7	0			
34	12503310042200	0.50 x 1250	24,230	24,330	DX51D	Z140	0T0T	141	404	24.07	338	119	67	5.0	1.0	16.0	14.0	1.0	31.7	0			
35	12503310042300	0.50 x 1250	24,020	24,130	DX51D	Z140	0T0T	142	400	24.07	339	118	67	4.0	1.0	16.0	15.0	2.0	35.9	0			
36	12503310042400	0.50 x 1250	24,080	24,190	DX51D	Z140	0T0T	141	395	26.56	335	116	66	3.0	2.0	16.0	15.0	1.0	27.3	0			
37	12503310042500	0.50 x 1250	24,090	24,190	DX51D	Z140	0T0T	141	409	24.07	350	121	68	4.0	2.0	16.0	12.0	1.0	22.3	0			
38	12503310042700	0.50 x 1250	24,020	24,120	DX51D	Z140	0T0T	142	392	25.73	327	115	65	4.0	1.0	16.0	11.0	4.0	31.8	0			
39	12503310042800	0.50 x 1250	24,040	24,150	DX51D	Z140	0T0T	143	394	25.73	328	115	65	5.0	1.0	16.0	9.0	6.0	31.8	0			
40	12503310042900	0.50 x 1250	24,200	24,320	DX51D	Z140	0T0T	141	401	25.73	342	118	67	5.0	1.0	16.0	14.0	1.0	31.7	0			
41	12503310043100	0.50 x 1250	24,100	24,210	DX51D	Z140	0T0T	141	390	28.22	328	115	65	3.0	1.0	16.0	12.0	1.0	31.5	0			
42	12503310043200	0.50 x 1250	24,070	24,190	DX51D	Z140	0T0T	142	386	29.05	316	115	65	4.0	1.0	16.0	14.0	2.0	30.2	0			
		Total	1,012,870	1,017,480																			

WE CONFIRM THAT THE MATERIAL HAS NOT BEEN PRODUCED FROM RUSSIAN AND/OR BELARUSIAN AND/OR CHINESE ORIGIN SLABS, HOT ROLLED OR COLD ROLLED COIL, ACCORDING TO UK IMPORT CUSTOM REGULATIONS.



POMINA FLAT STEEL JOINT STOCK COMPANY

Phu My I Industrial Zone, Phu My Ward, Phu My Town, Ba Ria - Vung Tau Province, Vietnam
 (+84)254 3895 118 ☎ (+84)254 3895 115 ✉ info@pomina-flat-steel.com 🌐 pomina-flat-steel.com

CERTIFICATE

A trade document certified by Vietnam Chamber of Commerce and Industry
(This Certificate is not a Certificate of Origin)

1. Exporter/ Manufacturer (name and address)

POMINA FLAT STEEL JSC
PHU MY I INDUSTRIAL ZONE,
PHU MY WARD, PHU MY CITY,
BA RIA, VUNG TAU VIETNAM

Reference No. **51500458**

Certifying Organization (name and address)

**VIET NAM CHAMBER OF COMMERCE AND
INDUSTRY BA RIA-VUNG TAU BRANCH**

(C/O DIVISION IN VUNG TAU)

155 Nguyen Thai Hoc Str., ward 7, Vung Tau city, VN

2. Consignee/ Notifying Party (name and address)

DAVRO STEEL LIMITED
9 HAYES TRADING ESTATE HINGLEY ROAD
HALESOWEN WEST MIDLANDS B63 2RR GB

4. Means of Transport

BY (SEA): VESSEL / VOY: OTZIAS/OTZI-002

5. Date of Departure

APR.13,2025

6. Port of Loading

PHU MY PORT IN VIETNAM

3. Country of Final Destination

UNITED KINGDOM

7. Port of Discharge

LIVERPOOL UNITED KINGDOM

8. Information of the Shipment (description of goods, quantity and unit, number and date of invoices...)

PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL

INVOICE NO: IC2503006

DATE: MAR-31-2025

HS CODE: 721049

TOTAL NET WEIGHT: 1,012.870 MTS

TOTAL GROSS WEIGHT: 1,017.480 MTS

TOTAL NUMBER OF COILS: 42 COILS

ORIGINAL

9. Declaration by the Exporter/Manufacturer

We declare that the goods has been rerolled and coated by POMINA FLAT STEEL JSC in VIETNAM.
And then the goods are exported to UNITED KINGDOM.



VU HUY THACH

BA RIA VUNG TAU PROVINCE, APR.15, 2025

We hereby declare that the details and statements
provided in this Certificate are true and correct

Place and date, signature of authorised signatory

10. Certification of the Certifying Organization

Based on the presented documents and declaration of the Exporter/Manufacturer and necessary control carried out, we hereby certify this Certificate to the best of our knowledge and belief to be correct and without any liability on our part.



Ma Thị Hương

BA RIA VUNG TAU PROVINCE

16 APR 2025

Place and date

Signature and stamp of certifying authority

Seri No.:



POMINA FLAT STEEL JSC

PHU MY I INDUSTRIAL ZONE, PHU MY WARD, PHU MY CITY, BA RIA, VUNG TAU VIETNAM
Tel: (84) - 254 3895 118 Fax: (84) - 254 3895 115 Website: <https://pomina-flat-steel.com>

BENEFICIARY'S CERTIFICATE

ORIGINAL

TO:

ISSUE DATE:

April 17, 2025

THE BUYER / APPLICANT

DAVRO STEEL LIMITED
9 HAYES TRADING ESTATE HINGLEY ROAD HALESOWEN WEST MIDLANDS B63 2RR GB

DESCRIPTION OF GOODS:

PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL

CONTRACT: 034/2025/CRX
TOTAL NUMBER OF COILS: 42
NET WEIGHT (MT): 1,012.870
GROSS WEIGHT (MT): 1,017.480

DATE: January 31, 2025

WE CERTIFY STATING THAT:

THE FOLLOWING DOCUMENTS HAVE BEEN SENT BY COURIER TO APPLICANT WITHIN 14 WORKING DAYS AFTER SHIPMENT DATE, WITH COPY OF DHL COURIER RECEIPT TO BE PRESENTED;

A) ORIGINAL MILL'S TEST CERTIFICATE EN 10204:2004/3.1 STATING THAT THE MATERIAL HAS NOT BEEN PRODUCED FROM RUSSIAN AND/OR BELARUSIAN ORIGIN SLABS, HOT ROLLED OR COLD ROLLED COIL, ACCORDING TO UK SANCTIONS.

B) ONE SET OF NON-NEGOTIABLE DOCUMENTS.

CERTIFICATE IN 1 ORIGINAL AND 1 COPY ISSUED BY THE VIETNAM CHAMBER OF COMMERCE (VCCI) STATING THAT THE GOODS HAVE BEEN REROLLED AND COATED BY POMINA FLAT STEEL JSC IN VIETNAM, AND THEN THE GOODS ARE EXPORTED TO THE UNITED KINGDOM.

POMINA FLAT STEEL JSC



NGUYEN KHAC HAI

Shipper POMINA FLAT STEEL JSC PHU MY I INDUSTRIAL ZONE, PHU MY WARD, PHU MY CITY, BA RIA, VUNG TAU VIETNAM		B/L No. POBUPHULIV250018	
Consignee TO THE DAVRO STEEL LIMITED 9 HAYES TRADING ESTATE HINGLEY ROAD HALESOWEN WEST MIDLANDS B63 2RR GB		<p>IN ACCEPTING THIS BILL OF LADING, the shipper, owner and consignee of the goods, and holder of the bill of lading expressly accept and agree to all its stipulations, exceptions and conditions, whether written, stamped or printed as fully as if signed by such shipper, owner, consignee and/or holder. No agent is authorized to waive any of the provisions of the within clauses.</p> <p>RECEIVED from the shipper herein named the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition unless otherwise indicated in this Bill of Lading, to be transported from the port of loading with liberty to proceed via any route or ports within the scope of the voyage, to the port of discharge or so near thereto as the ship can safely get and leave, always afloat at all stages and conditions of water, and there to be delivered or transhipped on payment of the charges thereon.</p> <p>THE TERM APPARENT GOOD ORDER AND CONDITION WHEN USED IN THIS BILL OF LADING WITH REFERENCE TO IRON, STEEL OR METAL PRODUCTS OR WOOD PRODUCTS DOES NOT MEAN THAT THE GOODS, WHEN RECEIVED, WERE FREE OF VISIBLE RUST OR MOISTURE STAINING, CHAFFING AND/OR BREAKAGE. IF THE SHIPPER SO REQUESTS, A SUBSTITUTE BILL OF LADING WILL BE ISSUED OMITTING THE ABOVE DEFINITION AND SETTING FORTH ANY NOTATIONS AS TO RUST OR MOISTURE STAINING, CHAFFING AND/OR BREAKAGE WHICH MAY APPEAR ON THE MATES, OR TALLY CLERKS' RECEIPTS. IN WITNESS WHEREOF, the master of agent of the said ship has signed to THREE(3) bills of lading, all of this tenor and date. ONE of which being accomplished, the others to stand void.</p> <p>Declared Cargo Value \$ _____ If Merchant enters a Value, carrier's Limitation of Liability per Package or Unit shall not apply and the Ad Valorem rate will be charged. Excess Value Declaration as per Clause 14, 24 & 31.</p>	
Notify Party DAVRO STEEL LIMITED 9 HAYES TRADING ESTATE HINGLEY ROAD HALESOWEN WEST MIDLANDS B63 2RR GB			
Local Vessel	From		
Ocean Vessel OTZIAS	Voyage No. OTZI-002	Flag	Final Destination
Port of Loading PHU MY PORT IN VIETNAM	Port of Discharge LIVERPOOL UNITED KINGDOM	For Transhipment to	

PARTICULARS FURNISHED BY SHIPPER

Marks and Numbers	No. & Kind of Pkgs	Description of Goods.	Gross Weight	Measurement
		"Said to contain, carrier unable to count contents of bundles"		

PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL
HS CODE: 721049

PAN OCEAN CO., LTD. AS CARRIER

SHIPPING AGENT AT DESTINATION:
NORMAC SHIPPING AGENCY
BANKFIELD HOUSE, REGENT ROAD, BOOTLE, L20 8RQ,
LIVERPOOL, UK
MR. MICHAEL NORDDAHL
TEL: +44 (0)151 709 7829
MOB: +44 (0)794 731 7534
EMAIL: MICHAELNORDDAHL@NORMACSHIPPING.COM
WEBSITE: WWW.NORMACSHIPPING.COM

TOTAL NUMBER OF COILS: 42 COILS
TOTAL NET WEIGHT: 1,012.870 MTS
TOTAL GROSS WEIGHT: 1,017.480 MTS

FREIGHT PREPAID

SAY : FORTY TWO COILS ONLY

Total Number of Packages or Units(in words)		Revenue Tons		Rate	Per	Prepaid	Collect
Freight & Charge		Freight Prepaid at		Freight Payable at		Place of Issue HO CHI MINH, VIETNAM	
Total Prepaid in		No. of Original B/L THREE (03)		Date of Issue 13/APR/2025			
Laden on Board the Vessel		PanOcean Co., Ltd. ATTA CO., LTD.					
Date : 13/APR/2025		By : _____					
By : OTZIAS-V-OTZI-002		as agents for the carrier					

RECEIVED from the shipper named of the reverse side hereof of the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition unless otherwise indicated in this Bill of Lading, to be transported from the port of loading with liberty to proceed via any route or ports within the scope of the voyage, to the port of discharge, or so near thereto as the ship can safely get and leave, always afloat at all stages and conditions of water and weather, and there to be delivered or transhipped on payment of the charges thereon.

1. (Definition) : In this Bill of Lading the "ship" and the "vessel" means the herein designated ocean vessels: the owner of the goods includes the shipper, the consignee, the owner of the goods, the receiver, and the endorsee and/or holder of the Bill of Lading whether by way of security and/or as agent or otherwise and the "Carrier" means the owner or demise charterer of the vessel. Wherever the term "Merchant" is used in this Bill of Lading it shall be deemed to include the shipper, the receiver, the consignee, the holder of the Bill of Lading and the owner of the goods.
2. (Paramount Clause) Without prejudice to Article 31 hereof, this Bill of Lading shall have effect to the provision of any maritime law, rules or regulations in force at the place of shipment, which have been enacted in order to incorporate the rules of the International Convention for the Unification of certain Rules relating to Bill of Lading at Brussels of August 24, 1924, or subject to the provisions of such law, rules or regulations at the place of shipment. If any such law, rules or regulations at the place of destination apply to inward shipment, the provisions thereof shall be paramount. Nothing herein contained shall be deemed to be a surrender of any of the Carrier's rights and immunities or an increase of its responsibilities, or liabilities, under such law, rules or regulations. The Carrier shall be entitled to the full benefit of all such privileges, rights and immunities as are contained in the said law, rules and regulations, and if anything herein contained be inconsistent therewith it shall in that case and only to that extent be deemed to be deleted.
3. (Period of Responsibility) : The Carrier or his Agent shall not be liable for loss of or damage to the goods before the goods have passed the ship's rail in loading and after the goods leave the ship's deck in discharging port, howsoever such loss or damage arises. Goods in the custody of the carrier or his servants before loading and after discharge whether being forwarded to or from the ship or whether awaiting shipment landed or stored, or put into bulk, or craft belonging to the carrier or not, or pending transshipment at any stage of the whole transport, are in his custody at the sole risk of the Merchant and the Carrier shall not be liable for loss or damage arising or resulting from any cause whatsoever.
4. (The Scope of Voyage) : The contract is for liner service and the voyage herein undertaken shall include usual or customary or advertised ports of call whether named in this contract or not, also ports in or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the vessel may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The vessel may call at any port for the purpose of the current voyage or of a prior or subsequent voyage. The vessel may land cargo on docks or place in lighters at intermediate ports for the purpose of restoring the cargo or loading other cargo. The vessel may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once, may, either with or without the goods onboard and before or after proceeding towards the port of discharge, adjust compasses, dry-dock, go on ways or to repair yards, shift berths, undergo degaussing, wiping or similar measures, take fuel or stores, land stowaways, remain in port, sail without pilots, tow and be towed, and save or attempt to save life or property and all of the foregoing are included in the contract voyage.
5. (Substitution of Vessel, Transshipment and Forwarding) : Whether expressly arranged beforehand or otherwise, the Carrier shall be at liberty to carry the goods to the port of destination by the said or other vessel or vessels either belonging to the Carrier or others, or by other means of transport proceeding either directly or indirectly to such port and to carry the goods or parts of them beyond their port of destination, and to transship, land and store the goods either on shore or afloat and reship and forward the same at Carrier's expense but at the Merchant's risk. When the ultimate destination at which the Carrier may have engaged to deliver the goods is other than the vessel's port of discharge, the Carrier acts as Forwarding Agent only. The responsibility of the Carrier shall be limited to the part of transport performed by him on vessels under his management and no claim will be acknowledged by the Carrier for damage of loss arising during any other part of the transport even though the freight for the whole transport has been collected by him.
6. (Discharge and Delivery) : The Carrier retains the option of delivery at all times from the ship's side or from craft, bulk, customhouse, warehouse, wharf or quay, in all cases, at the risk of the Merchant and all expenses incurred by delivery otherwise than from ship's side shall be borne by the Merchant. If the Merchant is not ready to take delivery of the goods as soon as the ship is ready to discharge them, or within such time as is provided by the regulations of the port, the Carrier shall be at liberty to land and warehouse, or discharge the said goods into bulk or craft, or at any other suitable place, at the risk and expense of the Merchant without notice, and if the goods to be discharged or warehoused be unclaimed 30 days or more after arrival of the ship, then any and all liability of the Carrier shall cease. Demurrage for detention of ship, if caused by the Merchant not taking delivery as fast as the ship can discharge, to be paid by the Merchant at the current rate of charterage. When the goods are received or taken by customs or other authorities or by the operator of any lighter, dock, warehouse, elevator or other facility, whether selected by the Carrier the Merchant, and whether public or private, such authority or operator shall be considered as having received possession and delivery of the goods solely as agent of and on behalf of the Merchant, at the risk and expense of the goods and subject to any lien of the Carrier thereon. Unless Merchant's tally clerks check the goods in cooperation with the ship's checkers the ship's checkers' checking shall be accepted by the Merchant as conclusive evidence.
7. (Government Directions, War, Epidemics, Ice, Strikes, Etc.) : (1) The Master and the carrier shall have liberty to comply with any order or directions or recommendations in connection with the transport under the contract given by any government or authority or any body acting or purporting to act on behalf of such government or authority or having under the terms of the insurance on the vessel the right to give such orders or directions or recommendations. (2) Should it appear that the performance of the transport would expose the vessel or any goods onboard to risk of seizure or damage or delay resulting from war, warlike operations, blockade, riots, civil commotions or piracy, or any person onboard to the risk of loss of life or freedom, or that any such risk has increased, the Master may discharge the cargo at port of loading or any other ports as considered safe and convenient by the Master or the Carrier. (3) Should it appear that epidemics, quarantine, customs, ice, shallow water, weather, labour troubles, labour obstructions, strikes, lockouts or congestion arising therefrom, any of which onboard or on shore difficulties in loading or discharging or any other cause whatsoever beyond the Carrier's control would prevent the vessel from leaving the port of loading or reaching or entering the port of discharge or there discharging in the usual manner and leaving again all of which safely and without delay the Master may discharge the cargo at port of loading or any other port as considered safe and convenient by the Master or the Carrier. (4) The discharge under the provisions of this clause of any cargo for which Bill of Lading has been issued shall be deemed due fulfillment of the contract. If in connection with the exercise of any liberty under this clause any extra expenses are incurred, they shall be paid by the Merchant in addition to the freight, together with return freight if any extra services rendered to the goods. (5) In the event of any delay or detention to the vessel under such circumstances as provided in this clause, demurrage is payable at the rate of US\$100 per gross register ton of the vessel per day and/or portion of the day the total demurrage being allocated pro rata to all goods involved according to each freight charged. (6) If any situation referred to in this clause may be anticipated or if for any such reason the vessel cannot safely and without delay reach or enter the loading port or must undergo repairs, the Carrier may cancel the contract before the Bill of Lading is issued. (7) The Merchant shall be informed if possible.
8. (General Immunities) : Neither the vessel, her owner, nor agent shall be liable for loss or damage resulting from: Act of God, perils, dangers, and accidents of the sea or other navigable waters fire, from any cause or wherever occurring, act, neglect, or default of the master, mariner, pilot, or the servants of the Carrier in the navigation or in the management of the ship, act of war, act of public enemies, arrest or restraint of princes, rulers, or people, or seizure under legal process, quarantine restrictions, riot or omission of the Merchant, his agent or representative, strikes or lockouts or stoppage or restraint of labor from whatever cause, whether partial or general, provided, that nothing herein contained shall be construed to relieve the Carrier from responsibility for the Carrier's own acts, riots and civil commotions, saving or attempting to save life or property at sea, wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; insufficiency of packing; insufficiency or inadequacy of marks; latent defects not discoverable by due diligence, and any other cause arising without the actual fault and privity of the Carrier, any warranty of seaworthiness in the premises being hereby waived by the Merchant. The Carrier is not responsible for loss and/or breakage of contents of cargo shipped in bags or in use, old, or second hand containers. The Carrier will not be required to deliver goods at any particular time or to meet any particular market or for any particular use.
9. (Lighterage) : Any lighterage in or off ports of loading or ports of discharge to be for the risk and account of the Merchant.
10. (Stowage) : The goods may be stowed on or under deck in poop, forecabin, deckhouse, shelter deck, passenger space or contained in the trade and suitable for carriage of goods, without notice to Merchant and when so stowed, shall be deemed for all purposes to be stowed under deck including general average.
11. (Goods on Deck, Perishable Goods, Livestock, etc.) : Goods carried on deck, livestock, fruits, vegetables, fish and all perishable goods, and glass, crockery or castings, or any articles of a fragile nature, or goods in bales or crates, or unprotected pieces are accepted solely at the risk of the Merchant, and the Carrier shall be under no liability for any loss or damage thereto, howsoever caused, including by reason of the negligence of the carrier, his servants, agent or independent contractors. All the conditions and exceptions contained in this Bill of Lading shall also apply to livestock or the goods carried on deck and stated here in to be so carried.
12. (Unknown) : Weights, measurements, marks, numbers, quality, contents and value if mentioned in the Bill of Lading are to be considered unknown unless the contrary has been expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such an agreement.
13. (Heavy Lift) : Simple piece or package exceeding one ton gross in weight shall be liable to pay extra charges in accordance with tariff rates in effect at time of shipment for loading, handling, transshipping or discharging and the true weight of each such piece or package shall be declared in writing by the Merchant before shipment and clearly and durably marked on the outside of the piece or package. The Merchant shall also be liable for, and shall indemnify the Carrier in respect of any injury, loss, damage, cost or expense arising directly or indirectly from the Merchant's failure to declare and mark the true weight of any such piece or package having been declared or marked thereon.
14. (Valuable Goods) : The Carrier shall not be accountable for gold, silver, currency, documents, negotiable writings, specie, jewelry, precious stones, precious metals, pictures, embroideries, and works of art, or any valuable of any amount whatsoever, unless ad valorem freight has been paid and the Bill of Lading signed with the value and contents declared therein.
15. (Dangerous Goods, Contraband Goods) : If any goods of an inflammable, explosive, damaging or dangerous nature be shipped without previous declaration and arrangement, or if any goods be shipped which are contraband or prohibited by the laws or regulations of the port of shipment, discharge or call or any place during transit such goods, upon discovery may be rendered innocuous, thrown overboard, or be discharged at any port to place or be otherwise dealt with according to the master's discretion without any liability attaching to the ship and/or damage to the ship, carrier, crew, and/or cargo, and all responsibility direct or indirect whatsoever shall fall upon the Merchant. The freight on such goods shall be calculated as per the basis set forth in article 20. It is further mutually agreed if any such good shipped with such previous declaration and arrangement shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous or thrown overboard without any liability on the part of the Carrier.
16. (Iron Steel and Metal Products) : (1) It is agreed that the iron, steel and metal goods which are at the time of shipment in the ordinary external condition as to superficial rust, corrosion, oxidation or any like condition resulting from moisture, sweat and/or their nature: scratch, dent or bent are not to be regarded as damage and are admitted as being in apparent good order and condition by the Carrier and the Merchant, and the Carrier shall not be liable for such ordinary rust, corrosion, oxidation, scratch, dent or any like condition thereto howsoever even if caused during the custody of the Carrier. (2) In case of iron and steel, angle, bars, channels, etc., shipped loose or in bundles, the Carrier shall not be responsible for correct delivery and all expenses incurred thereof at the port of discharge consequent upon insufficient securing or marking shall be paid by the Merchant unless (a) every piece is distinctly and permanently marked with oil-paint (b) every bundle is securely fastened distinctly and permanently marked with oil paint and metal tagged, so that each piece or bundle can be distinguished at the port of discharge.
17. (Lumber and Timber) : (1) It is agreed that lumber, timber and any unprotected pieces which are at the time of shipment in the ordinary external condition as to chafe, breakage, hook, holes, split, broken pieces, stain, warps, shades, contamination and/or discoloration are admitted as being in apparent good order and condition by the Carrier and the Merchant and the Carrier shall not be liable for such chafe, breakage, hook, holes, split, broken pieces, stain warps, shades, contamination and/or discoloration or any like condition thereto howsoever caused even if caused during the custody of the Carrier. (2) In case of lumber and timber etc. shipped loose or in bundles the Carrier shall not be responsible for correct delivery, and all expenses incurred thereof at the port of discharge shall be paid by the Merchant.
18. (Baled or Bagged Cargo) : If any bagged or baled goods are landed slack or torn, the Merchant shall accept its proportion of the sweepings. The Carrier is not responsible for loss of weight in bags or bales torn, mended or with sample holes.
19. (Shipper-packed Containers, etc.) : (1) If a container has not been filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier. (2) The provisions of paragraph (1) of this clause also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.
20. (Freight and Charges) : (1) Freight may be calculated on the basis of the particulars of the goods furnished by the Merchant who shall be deemed to have guaranteed the Carrier the accuracy of the contents, weight, measure or value as furnished by him, at the time of shipment but the Carrier may, for the purpose of ascertaining the actual particulars, at any time, open the package(s), container(s), pallet(s) and/or other similar article(s) of transport and examine contents, weight, measure and value of the goods at the risk and expense of the Merchant. In case of incorrect declaration of the contents, weight, measure or value of the goods, the Merchant shall be liable for and bound to pay to the Carrier, (a) the balance of freight between the freight charged and that which would have been due had the correct details been given, plus (b) as and by way of liquidated and ascertained damages, a sum equal to the correct freight. (2) Full freight to the port of discharge and/or destination named herein shall be considered as completely earned on shipment of the goods, whether the freight be stated or intended to be prepaid or to be collected at the port of discharge, destination or any other place. The Carrier shall be entitled to all freight and other charges due hereunder, whether actually paid or not, and to receive and retain them irrevocably under any circumstances whatsoever, whether the vessel and/or the goods be lost or not, or the voyage be broken up or frustrated or abandoned at any stage of the entire carriage. Full freight shall be paid on damaged or unsound goods. (3) The payment of freight and/or charges shall be made in full and in cash without any offset, counterclaim or deduction, where freight is payable at the port of discharge, destination or any other place, such other currency subject to the regulations of the freight conference concerned or custom at the place of payment. (4) The Merchant shall be liable for, and indemnify the Carrier against all dues, duties, taxes and charges including consular fees, and fumigation expenses levied on the goods, or all fines and/or loss sustained or incurred by the Carrier in connection with the goods howsoever caused, including the Merchant's failure to comply with laws and regulations of any government or public authorities. The Merchant shall be liable for return freight and charges on the goods refused exportation or importation by any government or public authorities. If the Carrier is of opinion that the goods stand in need of sorting, inspecting, mending or repairing or reconditioning or otherwise require protecting or caring for, the Carrier may carry out such work at the cost and expense of the Merchant. (5) The shipper, consignee, owner or receiver of the goods and holder of this bill of lading shall be jointly and severally liable to the Carrier for the payment of all freight and charges and for the performance of the obligation of each of them hereunder.
21. (Lien) : The Carrier shall have a lien upon the goods for freight, dead freight, demurrage or loss caused by detention, average contribution, salvage, and for all payments made and liabilities incurred in respect of any charges or expenditures stipulated herein to be borne by the Merchant; the Carrier may enforce such lien by public or private sale with or without notice or by legal proceedings, the cost or such enforcement being for the account of the Merchant.
22. (Canal Clause) : The Carrier shall not be liable for loss, damage or delay caused by any obstruction of Suez or Panama Canal, or the non-operation or closing of the same, and in the event of such obstruction of closing, the Carrier shall have the option to stop or delay the ship, awaiting the removal of such obstruction, or to reship, transship or forward all or any part of the goods by rail or any other conveyance, and all storage charges in connection therewith and extra freight shall be for the account of the Merchant and have a lien upon the goods, or to sail the ship via any other route whatsoever, additional freight therefore being paid by the Merchant.
23. (Indirect Damage and Misdelivery - Time Bar) : (1) The Carrier shall in no circumstances be responsible for indirect or consequential loss or damage caused through misdelivery, delay or physical loss or damage to the goods. (2) In the event of liability for delivery to the wrong person the same time limitation of one year as is provided for in Article III, 6 and 6 bis of the Hague-Visby Rules shall apply.
24. (Limit of Liability) : The Carrier shall in no event be or become liable for any loss of or damage to the goods in an amount exceeding one Hundred Pounds Sterling (£100) and/or U.S. dollars, five hundred (USD\$500), or whichever is less, per package or unit, unless the value of the goods higher than this amount is declared in writing by the Merchant before shipment and the nature and the value thereof inserted in the Bill of Lading and extra is paid as agreed upon. In such case, even if the actual value of the goods per package or unit exceeds such declared value, the value shall nevertheless be deemed to be declared value. The Carrier's liability shall not exceed such agreed or declared value, as the case may be, and any partial loss or damage shall be adjusted pro rata on the basis of such value. The limitation of liability and other provisions contained in this paragraph shall inure not only to the benefit of the Carrier, but also to the benefit of any independent contractor performing services including stevedoring in connection with the goods covered by this Bill of Lading.
25. (Defences and Limit for the Carrier) : The defences and limit of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the goods whether the action be founded in contract or in tort.
26. (Defences and Limits for Servants, etc.) : If an action for loss or damage to the goods is brought against a servant, agent or independent contractor, such person shall be entitled to avail himself of the defences and limits of liability which the Carrier is entitled to invoke under this contract. The aggregate of the amounts recoverable from the Carrier and his servants, agents or independent contractor shall in no case exceed the limits provided for in this document.
27. (Surrender of Bill of Lading) : This Bill of Lading duly endorsed shall be surrendered in exchange for release of delivery order if required by the Carrier, his servants or agents.
28. (General Average) : (1) General average to be adjusted at any one port or place at the Carrier's option and to be settled according to the York-Antwerp Rules, 1974, this covering all goods, whether carried on or under deck. The Amended Jason Clause as approved by BIMCO may be considered as incorporated herein. (2) Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be submitted to the Carrier prior to delivery of the goods.
29. (Both to blame collision clause) : The both to blame collision clause as adopted by BIMCO to be considered incorporated herein.
30. (Identity of Carrier) : The contract evidenced by this Bill of Lading is between the Merchant and the owner of the vessel named herein (or substitute) and it is therefore agreed that said shipowner only shall be liable for any damage or loss due to any breach or nonperformance of any obligation arising out of the contract of carriage whether or not relating to the vessel's seaworthiness. If, despite the foregoing, it is adjudged that any other is the carrier and/or bailee of the goods shipped hereunder, all limitations of and exonerations from, liability provided for by law or by this Bill of Lading shall be available to such other. It is further understood and agreed that as the Line, Company or Agent who has executed this Bill of Lading for and on behalf of the master is not a principal in the transaction, said Line, Company or Agents shall not be under any liability arising out of the contract of carriage, nor as carrier nor bailee of the goods.
31. (Local Clause) : (Cargo to or from U.S.A.) : As regards goods moving to and from U.S.A. this Bill of Lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States approved April 16, 1936. The Carrier shall be entitled to all of the rights and immunities set forth in the said Act, and to the extent that any terms of this Bill of Lading is repugnant to or inconsistent with anything in such Act, it shall be void.
32. (Jurisdiction) : Any dispute arising under this Bill of Lading shall be decided in the country where the Carrier has his principal place of business, and the law of such country shall apply except as provided elsewhere herein.

CERTIFICATE

ORIGINAL

FOR NON-USE OF MATERIALS ORIGINATED IN OR IMPORTED FROM RUSSIAN AND/OR BELARUSIAN AND/OR CHINESE

ISSUE DATE: April 13, 2025

CONTRACT NO: 034/2025/CRX
PORT OF LOADING: PHU MY PORT IN VIETNAM
PORT OF DISCHARGE: LIVERPOOL UNITED KINGDOM
VESSEL AND VOYAGE NO: OTZIAS V.OTZI-002
BILL OF LADING NUMBER: POBUPHULIV250018
BILL OF LADING DATE: April 13, 2025

MANUFACTURER: POMINA FLAT STEEL JOINT STOCK COMPANY

PHU MY I INDUSTRIAL ZONE, PHU MY WARD, PHU MY CITY, BA RIA VUNG TAU PROVINCE, VIETNAM

DESCRIPTION OF GOODS: PRIME HOT DIPPED GALVANIZED STEEL SHEET IN COIL

HS CODE: 721049

TOTAL NUMBER OF COILS: 42

NET WEIGHT (MT): 1,012.870

GROSS WEIGHT (MT): 1,017.480

WE, POMINA FLAT STEEL JOINT STOCK COMPANY, HERE WITH CONFIRM THAT THE MATERIAL HAS NOT BEEN PRODUCED FROM RUSSIAN AND/OR BELARUSIAN AND/OR CHINESE ORIGIN SLABS, HOT ROLLED OR COLD ROLLED COIL, ACCORDING TO UK SANCTIONS.



POMINA FLAT STEEL JSC

NGUYEN KHAC HAI