ASSOCIAÇÃO NACIONAL DOS EXPORTADORES DE CEREAIS
(NATIONAL ASSOCIATION OF GRAIN EXPORTERS)
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BRAZILIAN DEGUMMED SOYBEAN OIL

F.O.B. CONTRACT FOR PARCELS

Revised and Effective from 1st March 2024

SELLER:.....
BUYER:.....
BROKER:.....

1.QUANTITY:.....(.....
.....) metric tons of 1,000 kilograms each, exact quantity. Shipment per one or more vessels. The Seller bears all costs, risks of loss and damage to the goods until they have passed ship's rail at the port of shipment when all costs, risks of loss and damage to the goods are immediately transferred to the Buyer.

2. GOODS: Brazilian Degummed Soybean Oil.

3. QUALITY/CONDITION:
Brazilian Degummed Soybean Oil sold for export shall be pure soybean oil. It shall be produced from fair average quality crude soybean oil, from which the major portion of the gums that are naturally present has been removed by hydration and mechanical or physical separation. It shall be at least equal in quality to soybean oil produced for domestic consumption.
Good merchantable quality, solvent extracted, guaranteed unbleached, produced from sound soybeans.
To be final at time and place of shipment per certificate(s) covering and limited to the items below based on a general representative composite sample taken according to method laid down in FOSFA CONTRACTUAL METHODS OF SAMPLING and issued by a member superintendent of FOSFA. Cost and choice are on Seller's account, for following items:

-Free fatty acids (expressed as oleic; molecular weight 282).....basis maximum 1.00 percent; (AOCS Ca 5a-40)
-Moisture and volatile matter.....maximum 0.20 percent; (AOCS Ca 2c-25)
-Impurities (insoluble in petrol ether).....maximum 0.10 percent; (AOCS Ca 3a-46)
-Lecithin (expressed as phosphorus).....basis maximum 0.02 percent; (AOCS Ca 12-55)
-Unsaponifiable matter (test as per N.S.P.A.).....maximum 1.50 percent; (AOCS Ca 6a-40)
-Colour in a 1st Lovibond cell.....not darker than 50 yellow and 5 red; (AOCS Cc 13b-45)
-Oil with a flashpoint below 250 degrees Fahrenheit (121 degrees C) is rejectable. (AOCS Cc 9c-95)

Only the following deviations are allowable with the discounts to apply as shown below:
-Free fatty acids: 1.01% to 1.05% discount to be 0.6% of contract price
1.06% to 1.15% to be 0.9% of contract price.
1.16% to 1.25% to be 1.2% of contract price.
above 1.25%: rejectable.

-Phosphorous: Shipment up to 0.025% permitted with the following discounts for excess over 0.02%:
up to 0.021% discount to be 0.2% of contract price.
0.022% discount to be 0.4% of contract price.
0.023% discount to be 0.6% of contract price.
0.024% discount to be 0.9% of contract price.
0.025% discount to be 1.2% of contract price.

Other quality/condition in accordance with Brazilian Legislation effective at time and place of shipment.

Buyer has the option, at its expense, to appoint a Member Superintendent of FOSFA to perform joint sampling and sealing according to clause 3.1, provided that the Seller be advised, no later than vessel's berthing, of the name of the Independent Surveyor it is appointing.

If the difference in any of the following items between Certificates issued by Buyer's and Seller's appointed Surveyors does not exceed the percentages mentioned below, then the results of Surveyors appointed by Sellers will be final and binding on the parties.

- Free Fatty Acids 0.05%, Moisture 0.02% and Phosphorous 0.002%

Otherwise, at request of either party exercised no later than 30 days from the BL date and at its expense, a third test shall be carried out as per following procedure and the average of the 2 closest analysis results shall be final and binding on the parties under this contract. Any allowances shall be settled by a complementary debit note.
Requesting party shall inform the other party about its decision of requesting a 3rd analysis, by submitting a list containing the name of three laboratories and/or surveyors, as the case may be, and the other party shall confirm its agreement to one of these three names no later than three business days.
In case counterparty fails to respond, the requesting party has the right to proceed and appoint any of the three names.
- the test shall be performed on a contractual composite (aggregate) sample counter-sealed by Seller's and Buyer's appointed Surveyors;
- the chosen laboratory and/or surveyor shall be an independent laboratory and/or surveyor chosen as mentioned above and recognized as FOSFA Analyst Member who shall perform the tests following the methodology established on this contract.

The request of a third test shall not entitle Buyers to refuse or delay the payment of shipping documents in accordance with clause 14.

3.1 Sampling: Representative sample(s) of the oil delivered to each vessel's tank shall be drawn by superintendents at the vessel's rail or the nearest practicable point prior to loading, but not earlier than 24 hours from commencement of loading operations, and sealed for analysis and/or arbitration and contamination purposes.
If the oil to be shipped is not to be commingled in the vessel(s) tank(s) with oil loaded by any other Seller(s), Sellers under this contract have the option to draw the sample(s) from the vessel(s) tank(s). However, if this option is exercised and to ensure that samples are available in the event of a contamination claim, superintendents shall draw and seal (conjointly, if applicable) no less than five representative pre-shipment samples of the oil delivered to each vessel's tank at the vessel's rail or the nearest practicable point prior to loading. These samples are to be kept sealed by Sellers' superintendents at origin, but shall be available on demand to any receiver in the event of a contamination claim. Samples should be kept for three months from the date of the Bill of Lading.

4.PACKING: In bulk

5. DELIVERY: Between....., both dates included. Provided the vessel tenders NOR as per Clause 10 and is ready to load within the Delivery Period, Sellers shall, if necessary, complete loading after the delivery period.

6.CONTRACT PRICE:

6.1.US$.....(.....) per metric ton of 1,000 kilograms each, delivered free on board, pumped in.

or

6.2 Basis Chicago Board of Trade price for the month of ……..……20…….….. at par/ plus/ less US$ cents…… (.....), per pound.
The US$ cents per pound value multiplied by 22.0462 is the US$ price per metric ton of 1,000 kilograms each, delivered free on board, pumped in.

Criteria for Price Fixing (*specify as applicable):

* A) At Seller's option, price will be fixed during the session of the Chicago Board of Trade. Seller shall advise the Buyer, in writing, no later than 30 minutes before the opening, of the required price and respective quantity, and the order will be considered automatically executed if the respective month trades at least US$0.0005 per pound above the given order. This, however, not to include the opening and closing ranges where, as per the rules of the Chicago Board of Trade, brokers are not responsible for execution. If Chicago futures do not trade during that session at US$ 0.0005 per pound over the limit stipulated by Seller, no price fixing has taken place for that day, unless Buyer advises no later than 2 hours after the close that a part of or the total pricing order given has been priced; in that case, Seller shall accept quantity given by Buyer. Seller has the right to change pricing instructions during the session, provided Buyer has not yet executed the original instructions by the time the new order reaches the floor.
For orders given or changed during the session of the Chicago Board of Trade, however, Buyer is not responsible for execution.
Seller shall fix the price no later than 5 business days prior to shipment, but no later than 2 business days prior to the first notice day of the month serving as basis for the pricing of this contract.
For any balance unpriced within deadline above, the "settlement price" of the close on the said second business day shall automatically be accepted to price this contract.

* B) Futures exchange, with *Buyer or *Seller to give up a number of futures contracts closest to the contracted quantity to Seller/Buyer no later than 5 business days prior to commencement of loading or no later than 2 business days prior to the first notice day of Chicago Board of Trade basis month, whichever is earlier. The give up party to confirm number of futures contracts and price as soon as possible.

Such give up to be done during Chicago day session (8:30am – 1:20pm Chicago local time) within the daily trading range (7:00pm – 1:15pm Chicago local time). If on the fifth day prior to commencement of loading or 2 business days prior to the first notice of Chicago Board of Trade basis month Buyer/Seller has failed to give up all or part of the required futures contracts, Seller/Buyer shall have the right to buy/sell the outstanding amount of futures contracts at the market on the first business day following above deadline. If the contracted quantity has a tolerance and the contractual Chicago Board of Trade month is already on its delivery period (between the First Notice Day and Last Trading Day) then the final settlement of such over/under fill must be based on the next Chicago Board of Trade month, at par/plus/less the original FOB premium corrected by the Chicago Board of Trade spread established basis, the settlement price 2 business days prior to the first notice day of the contractual Chicago Board of Trade month.

7. PORT(S) OF SHIPMENT.....
Sale performed basis one safe berth at each port at Seller's option.

8. NOMINATION OF VESSEL: Buyer shall give written nomination of vessel to Seller with a minimum 10-day pre-advice.

The vessel nomination shall comply with all the following requirements:

(i) the minimum nominated quantity must be at least 500 metric tons;
(ii) the nominated quantity must always be in multiples of 500 metric tons;
(iii) nomination shall state vessel's ETA date, IMO number, flag, age, ownership, and detention rate (if clause 11.1 is opted) or demurrage rates (if clause 11.2 is opted).

Seller has the right to reject nomination of a vessel whenever any or all the requirements and/or information above are not fulfilled (except for Short Shipped Quantities as defined herein, and contracts for total quantity of less than 500mt).
Such rejection shall be notified to the Buyer without delay.
The Seller shall not be obliged to commence loading before the Loading Obligation Date. The Loading Obligation Date shall be at 8:00am on the 11th day after the vessel nomination date or the first day of the Delivery Period, whichever is later, even if loading actually commences earlier.
No later than 5 days prior to berthing of vessel at loading port, Buyer shall declare the vessel's destination(s).

If last ETA date reported by Master or NOR, as the case may be, exceeds 10 days from ETA date informed at Nomination, the original Loading Obligation date shall, only one time, be extended by 10 days.
Nomination of vessel is irrevocable unless (i) Buyer can prove that vessel is unable to proceed to loading port due to an event out of Buyer's control, in which case a new vessel shall be nominated in accordance with this Contract or (ii) Seller agrees to the substitution or (iii) all the following conditions are fulfilled:

A. The Buyer must give written notice of the substitution of the vessel to Seller. Such substitution shall fulfil all of the conditions for a vessel nomination and include all of the information required.

B. The ETA date of the substituting vessel must be no more than 5 days earlier or 5 days later than the last ETA date reported by Master of the substituted vessel.

C. If conditions set out in A. and B. are fulfilled, the Loading Obligation Date will remain the same, provided that the substitution is received by the shipper of the goods no later than 3 business days prior to the new vessel's ETA date.

D. Maximum of 2 substitutions are allowed under this contract. A third substitution is exceptionally allowed in case of Short Shipped Quantity.

E. If the substitution concerns a Short Shipped Quantity, this condition shall apply. A Short Shipped Quantity means the difference between the quantity nominated to be loaded on a vessel under this contract and the quantity actually loaded. If the Buyer nominates a substitute vessel for a Short Shipped Quantity, the Loading Obligation Date of the Short Shipped Quantity will be the date agreed by the parties to the Contract or, failing specific arrangement, at 8:00am on the 16th day after the date of the substitution. The substitution of the Short Shipped Quantity shall be final and irrevocable and shall fulfil the following conditions failing which Seller can reject:

(i) The substitution shall fulfil all the conditions set out in A. and B.;
(ii) The substitution must be received by the shipper of the goods no later than 3 business days prior to the new vessel's ETA date; and
(iii) The substitution must be sent following the original string, which must be mentioned in the substitution.

In the event that any of the conditions for a substitution are not fulfilled, the Seller shall have the right to reject the substitution without delay. If, however, the Seller does not reject the substitution, the substitution shall be allowed but Seller has the right to consider it as a new vessel nomination and start counting a new Loading Obligation Date.

9. WEIGHT: To be final at time and place of shipment per certificate(s) issued by the Independent Surveyor, based on figures ascertained by measurement of shore tanks, where available, its cost being on Seller's account. In case shore tank measurement is not available, the ship's tank measurement shall be final.
Buyer has the option, at its expense and for its own guidance, to request for joint weight control, advising the Seller in due time the name of the Independent Surveyor it is appointing (as per clause 3).
For all effects and purposes, results of the Seller's appointed Independent Surveyor will be final and binding on the parties. Any figures other than those described above will not be acceptable.

10. NOTICE OF READINESS ("NOR"): To be tendered when the Vessel has arrived at usual waiting place at loading port and is ready in all respects to load, whether in port or not. NOR tendered after 5:00pm on regular business days, or after 11:00am on Saturdays, or on Sundays and Holidays shall be effective under this contract only from 8:00am of the immediate next working day.

11. GENERAL LOADING CONDITIONS: Captain and crew shall collaborate in all quay movements necessary to accommodate shore loading equipment in the respective tanks/spaces. Buyer shall give nomination of vessel in accordance with loading port rules in force at the time and place of shipment.
Cargo to be loaded (*specify as applicable):

* 11.1 As fast as vessel can receive, or as fast as berth equipment can load. However, if vessel gave "NOR" in time and if not sufficient goods are available to start loading on the Loading Obligation Date or when free berth becomes available, whichever is later, or if continuous loading of vessel has to be interrupted due to lack of cargo, Seller shall pay the amount named as detention at the rate specified in the vessel nomination during periods when loading is delayed.
Detention at the rate specified in the nomination, which shall never exceed charter party demurrage rate or daily hire, as the case may be, is construed in the nature of liquidated damages and, as such, no further damages shall be claimed and no further amounts shall be claimed, regardless of any effective detention claimed by and/or paid to the vessel.

* 11.2. At the following average rate which is to apply on the total cargo:

A) Seller undertakes to pump the oil into the vessel at a rate of at least 200 metric tons per running hour, provided at all times the vessel is in condition to receive at this rate, otherwise demurrage as per Charter Party for its account, no despatch.

B) Time to count per running hour. Saturday afternoons, Sundays, and Federal and/or State and/or Municipal holidays excepted, unless used. On Mondays and on days after a holiday, time to start/restart counting at 8:00am (unless used).
Seller shall not be responsible for any time lost due to act of God, strike, lockout, riots, civil commotion, labour stoppages at the port(s) of loading or elsewhere preventing the forwarding of the goods to such port(s), breakdown of machinery and/or winches, power failure, fire or any other cause of "force majeure".

C) Demurrage rate to be indicated to Seller together with nomination of vessel as per Charter Party rates that shall be demonstrated by Buyers if requested.

D) Laytime to start counting 6 hours after NOR is considered effective as established in clause 10. In case vessel is declared unsuitable, laytime starts to count only at the moment vessel is declared suitable in all respects to receive cargo, whether in port or not, whether in berth or not, regardless of NOR being re-tendered.
Laytime not to commence prior to Loading Obligation Date as set out in clause 8.
Once on demurrage always on demurrage, without time deductions until the end of shipment.

Shifting from roads to berth not to count as laytime even if on demurrage.

Whenever the vessel nominated is loaded by more than one Shipper per berth and/ or more than one bulk commodity per berth and/or at more than one berth per port, the time attributed to each individual berth shall be prorated among all the Sellers/commodities loading at that berth. At second and/or further berths, laytime shall start to count from the time vessel is anchored at anchorage area or berthed, whichever is earlier. Laytime shall finish upon completion of loading .

If one or more shippers do not have the goods ready for loading at the berth, then prorated counting of laytime to stop from the moment all goods are loaded by shippers who had goods ready, and time to count separately for the remaining parcel(s).
If the vessel is not allowed to berth because goods are not ready for loading, faulty sellers will be jointly and exclusively responsible for whole Vessel's laytime costs from the moment of such failure until vessel is berthed.

At second port of loading, if used, laytime to start counting at 8:00am on the next working day after the vessel's arrival, whether in port or not, whether in berth or not. If loading berth is free and available, vessel is considered "arrived" when berthed alongside. When port is congested and/or berths are unavailable, "arrival" is the moment the vessel drops anchor at the bar or normal anchorage.

12. EXTENSION: If the vessel has not tendered NOR as per clause 10 within the Delivery Period, Buyers shall be entitled to a 30-day extension of the Delivery Period to fulfil such obligation ("Extension Period"). Notice of such extension shall be dispatched to Sellers no later than the last day of the original contract Delivery Period, failing which Sellers shall have the right to declare Buyers in default. Sellers undertake to carry the goods for such extended period at the carrying charges rate stipulated in clause 13. Sellers shall complete loading after expiration of the Extension Period provided that the vessel tenders "NOR" as per clause 10 within the extended period. In the event the vessel has not tendered "NOR" as per clause 10 within Extension Period, Sellers shall have the right to declare Buyers in default and Buyers shall additionally pay to Sellers an amount equal to carrying charges for the entire Extension Period.

13. CARRYING CHARGES: In the event any or all the goods are not on board the vessel by the last day of the period of delivery (*specify as applicable):

* 13.1 Provided Buyers have given notice claiming extension as per clause 12, carrying charges shall be due and calculated from the first day of Extension Period based on total shipped quantity at the rate of US$ 0.75 per metric ton per day for the first 15 days and US$ 1.25 per metric ton per day for the following days up to the date the Vessel's loading operation is fully completed at loading berth. Carrying charges are construed in the nature of liquidated damages and, as such, no further proof of damages shall be required. The foregoing rate includes storage, interest, shrinkage and insurance costs.

The following shall apply under this clause:

Carrying charges during strike periods of 24 hours per day or pro-rata:

A) Vessels that arrived/tendered Notice of Readiness during the contractual period and entered into extension: the strike period during the extension period to be discounted from the number of days due as carrying charges, either berthed or not.

B) Vessels that arrived/tendered Notice of Readiness during the extension period: carrying charges are due from the first day of the extension period up to the date the strike commences, and will again become due from the date the work is resumed, either berthed or not.

C) Vessels that arrived during the extension period and the port is already on strike: carrying charges are due up to the date Notice of Readiness is tendered, and will again become due from the date the work is resumed, either berthed or not.

* 13.2 Provided Buyers have given notice claiming extension as per clause 12, carrying charges shall be due and calculated from the first day of Extension Period based on total shipped quantity at the rate of US$ 0.75 per metric ton per day for the first 15 days and US$ 1.25 per metric ton per day for the following days up to the date the Vessel's loading operation is fully completed at loading berth. Carrying charges are construed in the nature of liquidated damages and, as such, no further proof of damages shall be required. The foregoing rate includes storage, interest, shrinkage and insurance costs.

A) If nominated/substituting vessel tenders a valid "NOR" as per clause 10 on or before the last day of Delivery Period, carrying charges are not due, even if goods are loaded or loadings are completed after the Delivery Period.
A.1) If Seller obligation to load starts on the Extension Period, carrying charges will be due until shipment date.

B) Carrying charges during strike periods of 24 hours per day or pro-rata are due.

C) If the nominated goods are load ready and berth is free but the vessel does not berth for any reason beyond Sellers' control, carrying charges shall be due from the first day after the end of the Delivery Period even if the vessel tendered "NOR" within the Delivery Period.

D) If Buyer fails to give extension notice as per clause 12 and Seller decides to ship the goods, Carrying Charges as provided for in this clause shall be due.

14.PAYMENT.....
On presentation of following documents:

A) "Clean on Board" Bills of Lading, 3 originals and 2 non-negotiable copies.
B) Original Certificate of Weight, Certificate of Quality and Certificate of Cleanliness of vessel's tanks.
C) Original Commercial Invoice including carrying charges and interests, as the case may be.
D) Certificate of Origin.

14.1 In case Bills of Lading of each berth at each port are not at shipper's disposal until 4:00pm of second business day after "shipped on board" date on the Bill of Lading due to reasons beyond Seller's control, Seller has the right to present: (i) "clean on board" Mate's Receipt to comply with item A) and (ii) Letter of Undertaking (LOU) in accordance with template in ANNEX 2 to comply with item D).

Seller will, however, endorse Bill of Lading upon Buyer's request. Buyers shall, however, provide a copy the Bills of Lading to Sellers as soon as reasonably practicable after issuance.
Notwithstanding the above, if Buyer provides a copy of Bill of Lading before such time limit, Letter of Undertaking (LOU) above shall not apply.

14.2 Invoices and Debit Notes must be settled within 2 business days. The ones relating to detention and/or demurrage and/or despatch must be settled no later than 30 days after presentation date. Time to count from the next business day at the domicile agreed for presentation of documents, excluding Municipal, State, Federal or bank holidays at such domicile.
In case of presentation of original documents through a bank, time for payment to start counting as of receipt by Buyer of bank's notice and of bona fide copies of such originals from Sellers.

14.3 In the event any payment due is effected with delay, Buyer to pay Seller interest of 4% over the New York Banks prime rate ruling at the date payment should have been effected, without prejudice to Seller's right in case of non-payment.

15. PERFORMANCE: This Contract is for the physical delivery of the Goods described on the face of this document. However, in the course of its execution, situations involving CIRCLES and STRINGS might occur and, in this case, the parties expressly agree with the terms provided for in this clause.

15.1 CIRCLE: Where a Seller repurchases from its Buyer, or from any subsequent Buyer, the same goods or part thereof, a circle shall be considered to exist as regards the particular goods so repurchased, and the provisions of the Default Clause of FOSFA 53 shall not apply. (For the purpose of this clause, the same goods shall mean goods of the same description, of the same country of origin, same currency, of the same quality and, where applicable, of the same analysis warranty for delivery to the same port(s) of loading during the same period of delivery.)

(A) If the goods are not delivered or, having been delivered, documents are not presented as a result of a circle having been established, invoices based on the mean contract quantity shall be settled between each Buyer and its Seller in the circle by payment by each Buyer to its Seller of the excess of the Seller's invoice amount over the lowest invoice amount in the circle.

(B) Such settlement shall be due for payment no later than 15 consecutive days after the last day of the Delivery Period or, should the circle not be established before this time expires, then settlement shall be due for payment no later than 7 days after the circle is established. No circle shall be considered to exist if its existence is not established within 45 days after the last day of the contract Delivery Period.

(C) All Sellers and Buyers shall give every assistance to the establishment of the circle and where a circle shall have been established same shall be binding on all parties to the circle. Should any party in the circle commit, prior to the due date for payment, to any act comprehended in the Bankruptcy/Insolvency Clause of FOSFA 53, the invoice amount for the goods calculated at the closing-out price, as provided for in the Bankruptcy/Insolvency Clause, shall be taken as the basis for settlement instead of the lowest invoice amount in the circle, and in this event each Buyer shall make payment to its Seller or each Seller shall make payment to its Buyer the difference between the closing-out price and the contract price, as the case may be.

(D) In the event of a claim under the Force Majeure Clause or Prohibition Clause of FOSFA 53, the date for settlement shall be deferred until the expiry of the extended delivery period. Thereafter, if the contract is cancelled under the terms of the Force Majeure Clause or Prohibition Clause of FOSFA 53, this clause is not applicable.

(E) When a circle is established as provided for in this clause and all the parties in the circle have the same Loading Obligation Date, none of the Sellers in the circle shall be required to pay detention to their Buyers in the circle.

15.2 DOCUMENTS BY PASS (STRING): In case of resales in string, any party involved may propose a documents bypass whereby one Seller involved in the string presents documents to any subsequent buyer at an agreed price.

(A) Such proposal is to be made in good time, preferably prior to commencement of loading of the nominated vessel, and to contain names of sellers and buyers in the string, their individual prices and the suggested settlement of price differentials.

(B) All parties in the string may, at their own absolute discretion, refuse or agree without prejudice to their rights and obligations under their own contract, and the proposal will be declared in force only if all parties in the string have confirmed their agreement, otherwise it will be declared failed. Agreement by each party shall include their express acceptance of the Arbitration Clause and of the Insolvency Clause of FOSFA 53. Either declaration, in force or failed, shall be notified without delay to all parties involved by the party that made the original proposal.

(C) If such declaration is not received by the time the vessel has started to load, the first seller may withdraw its agreement and present document to its own buyer or, at its option, charge interest at the rate stipulated in this contract for any time lost in presentation of documents.

(D) When a string proposal is declared in force, each party shall be deemed to have entered into a contract with all other parties in the string (who are also trading on the same terms), including express agreement by all parties to arbitration and to the application of the Insolvency clause. It shall also be deemed to have transferred automatically from the first to the last buyers the obligation to pay for the goods and to cover insurance in accordance with the Insurance clause. Likewise, the acceptance of a string proposal by parties other than the first sellers and the last buyers shall constitute their firm commitment to pay any price differentials and other monies due.

(E) Should the nominated vessel for a string already in force be substituted, totally or in part, the first seller is under no obligation to commence loading the substitute vessel prior to the receipt of the substitution from its own counterparty.

(F) Despite agreeing without prejudice to a document bypass proposal, all the parties' rights and obligations under their individual contracts, save as amended by operation of the agreed bypass, shall remain fully in force. Prior to the presentation of documents to the end buyer, any party in string may, in the event of unforeseen and serious circumstances, including the insolvency or threatened insolvency of any party in the string, withdraw the agreement, by giving immediate notice of such withdrawal to all other parties. The documents shall then be presented through the string between individual counterparties.

(G) To permit settlement of price differentials, the end buyer in string shall without delay confirm the receipt of shipping document and exact quantity shipped to all parties involved, and price differentials as agreed shall then be paid in 48 hours from receipt of the relevant debit note. Carrying charges, any detention or demurrage and/or quality allowances, if due, shall be settled between individual counterparties.

(H) Carrying Charges amounts and/or quality allowances may be included in the invoice covering original documents presentation if it was clearly stated in string proposal and accepted by all the parties involved. The party receiving documents in a string proposal must inform quality results in the notice sent to all parties involved declaring that documents were received in Good Order.
In this case:

(i) No carrying charges to be settled between the other parties, unless there are different delivery periods involved.

(ii) Quality allowance percentages must be discounted from the price differences applied between the other parties, as shown in the string proposal.

(I) All Sellers and Buyers under contracts containing the Documents By-Pass Clause shall be deemed to have entered into mutual agreements with one another to the above-mentioned effect, and to agree to submit to arbitration all questions and claims between them or any of them with regard to the execution of this clause in accordance with the Arbitration Clause of this contract.

16. NOTICES: The Brazilian official time (Brasilia) shall apply under this contract. Any notices - excluding the ones relating to “NOR”, which are governed by item 10 - received after 4:00pm on a Brazilian business day shall be deemed to have been received on the following business day. A notice from the broker shall be a valid notice under this contract.

17. INSURANCE: Insurance will be covered by Buyer, as per FOSFA 4 conditions in force at the date of entering the contract. Upon request, Buyer shall confirm to Seller, prior to start loading, that same has been effected. In such case, if cover notice is not received by Seller at time of loading, Seller has the right to cover insurance on Buyer’s account and expense. Seller is to be considered as co-assured by Buyer’s insurance.

18. TAXES/FEES: Vessel’s port utilization tax/fees to be paid for in accordance with Port Administration rules and regulations. Brazilian taxes on cargo on Seller’s account and risk. Buyer is responsible for all other vessel’s port expenses. Buyer shall be responsible for any increase in export taxes (including value added tax) and any new taxes that may come into force on any cargo lifted after the contractual period of delivery, which includes any extension period, provided it is properly claimed.

19. ARBITRATION: This Contract shall be governed by and construed in accordance with English law. Any disputes arising out of this contract, including any question of law arising in connection therewith shall be referred to arbitration in London (or elsewhere if so agreed) in accordance with the Federation of Oils, Seeds and Fats Associations Ltd. (“FOSFA”) Rules of Arbitration and Appeal in force at the date of entering the contract, which Buyer and Seller hereby expressly accept and admit full notice and knowledge.

20. OTHER CONDITIONS: All other terms and conditions not in contradiction with the above to be as per contract no. 53 of the Federation of Oils, Seeds and Fats Associations Ltd. – FOSFA in force at the date of entering the contract, of which the parties admit to have knowledge and notice, and the details given herein shall be deemed as having been written into such contract-form in the appropriate place. Any special terms and conditions applying hereto shall be treated as if written on such contract-form.

20.1 It is part of this Contract and it shall be deemed as having been written into this contract-form: all Contractual Appendixes issued by ANEC in force at the date of entering this Contract.

This contract shall be conclusively presumed to have been entered on.....20.....

SELLER.....

BUYER.....

BROKER.....