



GENERAL TERMS AND CONDITIONS

OF

BLUE ENERGY PARTNERS

Effective as of 26th of May 2026

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1 General:

1.1 These are the General Terms and Conditions (“the Terms”) applicable to the sale and supply of all Marine Products by Global Fuel Supply APS (“GFS”) and Blue Energy Partners AS (“BEP”) and their Affiliates, subsidiaries or associated companies. No variation of these General Terms and Conditions shall be valid unless expressly agreed in writing by Seller.

1.2 Throughout this document the following definitions shall apply:

Agent	has the meaning given in Clause 2.5.
Affiliate	means in relation to the GFS and BEP (i) any entity owned by the GFS or BEP; and (ii) any entity owning GFS or BEP; and (iii) any other entity owned or owning any entity falling within (i) or (ii). Owned means, directly or indirectly through one or more intermediaries, holding more than 25% of the issued share capital or other equity in an entity, and owning shall be construed accordingly.
Bunker Delivery Receipt	means the receipt or note issued by the supplier of the Marine Fuels in connection with the delivery thereof to the Vessel.
Buyer	means jointly and severally, all parties, named as Buyer in the Sales Order Confirmation or where no Sales Order Confirmation is issued the owner of the Vessel and the party who purchased the Marine Fuels.
Contract	means a specific agreement made between Seller and Buyer to deliver Marine Fuels to the Vessel formed in accordance with Clause 2.
Marine Fuels	means fuels or lubricants for use by the engines and machinery of ships, rigs, platforms or similar and as generally offered to the Seller's customers, which the Seller delivers or contracts to deliver, and any related products or services.
Owner	means the registered owner or bareboat charterer of the Vessel.
Price	means the price stated in the Sales Order Confirmation for the Marine Fuels, together with any applicable taxes and duties and delivery costs whether or not stated on the Sales Order Confirmation.
Sales Order Confirmation	means a written or electronic statement issued by Seller confirming the terms for the sale and supply of Marine Fuels.
Sanctions Regulations	means any export or import controls, embargos or economic or financial sanctions or regulations including but not limited to those issued by the United Nations, European Union or any Member State of the European Union, Switzerland, Norway, Iceland, the United Kingdom or the United States of America.
Seller	means Global Fuel Supply APS or Blue Energy Partners AS, or any Affiliate, as described as the Seller in the Sales Order Confirmation.

Vessel means the vessel, ship, barge or off-shore platform or unit that receives Marine Fuels or in respect of which the Buyer has contracted for the supply of Marine Fuels.

2. Contract Formation

- 2.1 Subject to the following sentence, a Contract shall only be formed when the Seller issues a Sales Order Confirmation, in response to a Buyer's request for the supply of Marine Fuels and the Contract thereby formed shall in all cases incorporate these Terms. Where the Seller fails to issue a Sales Order Confirmation prior to a delivery of Marine Fuels a Contract shall be formed when the Seller communicates, by words or conduct, its intention to deliver Marine Fuels and these Terms shall be incorporated into that Contract.
- 2.2 Where the Buyer objects to any provision of a Sales Order Confirmation, it must advise the Seller in writing within 24 hours, or within 12 hours of the scheduled delivery, whichever is sooner, failing which the Buyer waives any right to object.
- 2.3 In the event of a conflict between these Terms and a Sales Order Confirmation, the latter shall take precedence insofar as is necessary to resolve that conflict and in all other respects these Terms shall continue to apply.
- 2.4 In no case shall a Contract incorporate any terms, conditions or provisions that the Buyer references in any enquiries, offers or other communication or document unless such terms are specifically referred to in the Sales Order Confirmation as being as forming part of a Contract.
- 2.5 Where an Agent with knowledge of these Terms acts on behalf of a Buyer in the formation of a Contract the Agent shall be jointly and severally liable with the Buyer for the obligations of the Buyer. Additionally, the Agent shall guarantee the Buyer's contractual obligations.

3. Specifications (Quality - Quantity):

- 3.1 The Marine Fuels to be delivered shall be of the commercial grades generally offered by the Seller for similar use at the time and place of delivery.
- 3.2 The Sales Order Confirmation shall state the specification of the Marine Fuels, and no other statement, representation or requirement shall form part of the specification of the Marine Fuels.
- 3.3 Buyer shall have the sole responsibility for selection and fitness for any particular purpose of the Marine Fuels. The Seller shall assume no responsibility whatsoever for the compliance by Buyer of any requirement regarding the quality, Sulphur content or other characteristics of the Marine Fuels. To the extent permissible by law, all warranties implied by law regarding satisfactory quality, merchantability, fitness for purpose, description or otherwise, are hereby excluded.
- 3.4 The Buyer has sole responsibility for compliance with MARPOL Annex VI as it concerns Sulphur limits.
- 3.5 In respect of the quantity agreed upon the Seller shall be at liberty to provide, and the Buyer shall accept, a variation of 5%, with no other consequence except a corresponding adjustment to the total Price to reflect the actual quantity supplied.

4 Price and Payment:

- 4.1 The Price of the Marine Fuels shall be calculated with reference to the amount expressed per unit and in the currency stated in the Sales Order Confirmation for each grade and quantity of Marine Fuels delivered into the Vessels tanks, free delivered/ex-wharf as applicable and stated in Sales Order Confirmation. In the event the price is quoted in volume units, conversion to standard volume shall be at sixty (60) degrees Fahrenheit or at fifteen (15) degrees Celsius.
- 4.2 In addition to the Price the Buyer shall pay:
- 4.2.1 all charges incurred in connection with the delivery of Marine Fuels, including but not limited to, port dues, wharfage, mooring and unmooring, barge hire, demurrage, provision of additional hose and the use of oil pollution control equipment required to effect delivery.
- 4.2.2 costs in connection with delivery outside normal working hours or on public holidays, Saturdays, Sundays or outside normal harbor limits.
- 4.2.3 taxes, duties or charges or other costs in the country where delivery takes place and referable to the supply of the Marine Fuels
- 4.3 Payment of all sums due from the Buyer must be paid to the bank account stated on the Seller's invoice. Payment to any other account shall not discharge the obligation of payment. Where it is necessary, exceptionally, for the Seller to require payment to a different bank account the Seller shall take such steps as Buyer reasonably requires to validate that request. Payment shall not be made from a bank account held in the name of anyone other than the Buyer, except where the Seller has been given prior notice and has been able to satisfy itself of the credentials of the paying party.
- 4.4 Payment shall be made in full, free of bank charges, without discount or deduction, and without set-off by reason of any claim or counterclaim of any nature whatsoever, whether related to the same or different Contracts. Where the Buyer nevertheless applies any such deduction or set-off the Seller shall be entitled to payment from the Buyer of an administration fee, equivalent to 20% of the sum withheld by the Buyer.
- 4.5 Unless otherwise agreed in writing payment shall be made in cash before delivery. Where the Seller agrees to extend credit to the Buyer, such credit may be withdrawn at the Seller's sole discretion and without explanation upon written notice to the Buyer and where credit is withdrawn all sums shall become due immediately.
- 4.6 Where payment is not made by the due date, Buyer shall pay interest at five cent per month on any unpaid sum from the due date until the date of payment, before and after any judgment or Award.
- 4.7 The Buyer shall indemnify the Seller immediately upon demand for all costs and expenses incurred by the Seller in connection with attempts to collect overdue sums, including but not limited to management time, notarial expenses, tribunal fees, court costs, solicitor and attorney fees and debt collection fees.
- 4.8 The Seller has complete discretion as to the manner in which any payment received from the Buyer is allocated to sums due by the Buyer. Without limiting that discretion, the Seller may allocate payments towards any Contract, to collection costs, interest and late payment compensation in priority to invoices in respect of Marine Fuels. Where sums are due from the Seller to the Buyer, the Seller may set-off such sums against sums due from the Buyer.

- 4.9 The Seller may assign its rights in any Contract. The Buyer may not assign its right without the prior written consent of the Seller.
- 4.10 Where payment is due before delivery, and payment has not been made, Seller may suspend or cancel delivery. The Buyer shall be responsible for all costs or losses incurred by the Seller as a consequence, including any lost profit.
- 4.11 All Marine Fuels are sold and delivered on the credit of the Vessel and the Buyer agrees and warrants that a maritime lien attaches to the Vessel for the Price and such other sums payable to the Seller arising out of any Contract and supply of Marine Fuels. The general maritime law of the United States of America, including the Commercial Instruments and Maritime Liens Act, shall always apply with respect to the existence of a maritime lien and rights of attachment, regardless of the country in which delivery is made or where the Seller takes legal action. The Seller shall be entitled to assert its rights of lien or attachment or other rights, whether in law, in equity, or otherwise, in any jurisdiction where the Vessel may be found.
- 4.12 The Seller's lien shall not be waived or extinguished by any notice or stamp on the Bunker Delivery Receipt seeking to disclaim any such lien. Any notice seeking to prevent the Seller's lien arising must be communicated directly to the Seller (and not to any servant, agent or sub-contractor) in writing at least 24 hours before delivery is scheduled to commence. In the event that any such notice is given, the Seller shall be entitled to terminate the relevant Contract, and the Buyer shall be responsible to the Seller for all costs and losses incurred by reason of the termination, including loss of profit.
- 4.13 Where delivery of Marine Fuels is made on the basis that the Vessel was entitled to be supplied free of any taxes, duties or similar ("Supply Taxes") and such Supply Taxes are in fact levied to the Seller or the Seller's servants, agents or sub-contractors, then the Buyer shall pay such Supply Taxes upon Seller's first written demand. Where Supply Taxes may not apply upon certain conditions being met, which may include the provision of certain documents or evidence, it shall be the Buyer's obligation to ensure that such conditions are met and that the Seller is provided with all necessary evidence or documents.

5 Delivery and Transfer of Title:

- 5.1 Seller shall be at liberty to refuse to deliver Marine Fuels into Vessel tanks not suitable to receive them or to any Vessel that does not have any required license or authority, including but not limited to any export license or permit.
- 5.2 Delivery shall be made in bunker lots at wharf or at store terminals of Seller or Seller's supplier or by barge where barging facilities are available. The Seller shall use reasonable endeavors to deliver the contracted Marine Fuels at the time and place agreed however no guarantee of delivery, or of the time or rate of delivery, is given. The Seller will not be liable for any loss incurred by the Buyer due to any failure or delay in supply due to (a) congestion affecting the physical supplier or availability of barges, (b) local customs, pilots, port or other authorities or (c) shortage of the required specification of Marine Fuels, or (d) failure or under-performance of the necessary equipment, or (e) any circumstances out of the direct control of the Seller.
- 5.3 In the event of delivery by barge, Buyer shall provide a free, safe and always accessible side of the Vessel for the delivery. The barge master shall have full discretion as to whether the conditions for mooring alongside are safe and where it is not safe the Seller may cancel the delivery with all costs incurred by the aborted delivery to be paid by the Buyer.

- 5.4 Buyer shall make the connection (and disconnection) between the pipelines or delivery hoses and Vessel's intake lines and shall render all other necessary assistance and provide sufficient tankage and equipment to receive promptly the full quantity of the Marine Fuels.
- 5.5 Delivery shall be made when the Marine Fuels reach the flange connecting the pipelines or delivery hoses with the intake line of the Vessel, at which point Seller's responsibility shall cease and Buyer shall assume all risks, including risk of loss, damage, deterioration, depreciation, evaporation or shrinkage. Title to Marine Fuels shall pass to Buyer only upon payment for the value of the Marine Fuels, pursuant to the terms of Clause 4 hereof.
- 5.6 If Buyer fails to receive or rejects any amount of the quantity of Marine Fuels ordered and tendered, Buyer shall pay to the Seller on first demand all expenses and loss incurred by Seller and arising therefrom including but not limited to any transport and/or restocking costs, or loss arising from resale on less favourable terms and loss of profit.
- 5.7 The Buyer shall indemnify the Seller against all claims, and expenses claimed by any third party, including any sub-contractor, physical supplier or barge operator including but not limited to any claims for loss, damage or delay caused to a delivery barge or delivery equipment by the Vessel.
- 5.8 Where there is any damage to Buyer's property, including any Vessel, by a delivery barge or other equipment owned or operated by anyone other than the Seller the Buyer shall hold the Seller harmless in respect of any losses or claims arising therefrom.
- 5.9 If there is a shortage of Marine Fuels at a place of delivery the Seller shall have complete discretion to choose how the limited supplies are to be allocated .

6 Measurements:

- 6.1 The Chief Engineer of the Vessel or his representative shall together with the Seller's representative measure and verify the quantities of Marine Fuels delivered from the barge or tank(s) from which the delivery is made. The quantities of Marine Fuels shall be determined from the official gauge or meter of the bunkering barge or tanker delivery or of the shore tank in case of delivery ex-wharf.
- 6.2 Should the Chief Engineer or his representative fail or decline to verify the quantities, the measurements of quantities made by the Seller or the Seller's supplier shall in the absence of manifest error in the recording of the gauge or meter readings be final, conclusive and binding.
- 6.3 The Buyer may appoint an independent surveyor with relevant expertise to measure the quantity of Marine Fuels by way of tank sounding of the barge, tanker or other supply equipment. The Seller must be informed in advance of the delivery of any such appointment and shall be given opportunity to have its representative present during any measurements, and a copy of the surveyor's report shall be provided to the Seller when it is provided to the Buyer.

7 Sampling:

- 7.1 The Seller shall arrange for four representative samples of each grade of Marine Fuels to be drawn, by way of drip sampling (or such other method as is customary at the place of delivery), throughout the bunkering operation. One of the Vessel's officers shall be given the opportunity to be present when the samples are drawn.

- 7.2 The samples shall be sealed and labelled and the details recorded on the bunker delivery receipt. Two samples shall be retained by or on behalf of the Seller for not less than ninety (90) days after delivery of the Marine Fuels, or if requested by the Buyer in writing, for as long as the Buyer reasonably requires. The other two samples shall be retained by the Vessel.
- 7.3 In the event of a dispute regarding the quality of the Marine Fuels delivered, one of the Seller's retained samples shall be forwarded to an independent laboratory agreed by Buyer and Seller for final and binding analysis. In case the Buyer and Seller cannot agree on an independent laboratory, the Seller shall decide. No sample that does not have the original seal intact shall be allowed as evidence. Only the samples distilled and retained in accordance with this Clause 7 shall be used in evidence.

8 Claims:

- 8.1 Any dispute that concerns quantity must be noted at the time of delivery on the Bunker Delivery Receipt or in a letter of protest delivered to the supply barge and in either case must be notified by immediate written notice directly to the Seller. A fully substantiated claim regarding short delivery shall be presented by Buyer in writing within twenty-four (24) hours from the date of delivery. Failure to comply with the requirements of this clause 8.1 shall mean that any such claim shall be deemed to be waived and time barred.
- 8.2 Any claim as to the quality of the Marine Fuels by the Buyer shall be notified to the Seller in writing immediately that the circumstances giving rise to such claim have been discovered. Any claim must be made in writing directly to the Seller and fully substantiated, with a complete explanation of the allegations and all supporting documents, within fifteen calendar days after delivery, and any claims notified after that period shall be deemed to be waived and time barred.
- 8.3 In the event a timely claim is raised pursuant to clause 8.2, Seller and Buyer shall have the quality of the Marine Fuels tested by a laboratory in accordance with clause 7.4. Unless otherwise agreed the analysis shall be established by tests in accordance with the ISO 8217 (or any newer equivalent ISO standard or for fuel grades for which ISO 8271 is not applicable an equivalent industry accepted standard). If components or properties detected are within the allowed tolerances in respect of reproducibility or repeatability as set out in ISO 4259, Marine Fuels shall be deemed to be compliant. In the absence of an agreement to the contrary the expense of the analysis shall be for the Buyer, except where the Marine Fuels are determined to be out of specification when the expenses shall be for the Seller's account.
- 8.4 In respect of any claim, the Buyer shall procure access to the Vessel, the Vessel's log-books and other records and its crew for the purpose of gathering information relevant to the claim and to interview the crew.
- 8.5 In the event that the Buyer establishes that Marine Fuels did not comply with the Contract:
- 8.5.1 the Buyer shall take reasonable steps to mitigate the consequences, including blending or purification of the Marine Fuels so that they may be consumed by the Vessel; and
- 8.5.2 where, despite reasonable mitigation, de-bunkering is necessary the Buyer and Seller shall cooperate to arrange de-bunkering of the Marine Fuels at the Seller's expense at a port or place designated by the Seller that reasonably minimizes the parties' losses; and
- 8.5.3 the Seller shall refund the Price of the Marine Fuels that could not be consumed; and

8.5.4 the Seller shall compensate the Buyer for damage to the Vessel's equipment caused by the Marine Fuels, provided always that the limits of liability in clause 12 shall apply to any such compensation.

8.6 Notwithstanding any other provision of these Terms, any and all claims by the Buyer in respect of the supply of Marine Fuels or arising out of any Contract shall be deemed waived and time barred unless arbitration is commenced within six months of delivery of the Marine Fuels, or where no delivery occurred within six months of the date of the Contract.

9 Nomination and Final Notice of Requirement - Termination:

9.1 Buyer shall give Seller (or Seller's nominated party, as directed by Seller) final notice directly or through Buyer's local agent at least 48 hours (Saturdays, Sundays and holidays excluded) of the Vessel's arrival at the place of delivery. The Seller may cancel delivery where such notice is not provided.

9.2 If the Buyer fails to give the notice required by clause 9.1 and the Seller elects to proceed with delivery the Buyer shall reimburse Seller for overtime and any other additional expenses incurred due to the failure of Buyer, to provide Seller with the required notice of the Vessel's arrival.

9.3 Seller is entitled to terminate any Contract without liability on the part of Seller if the Vessel fails to take delivery of the Marine Fuels at the agreed time. Upon such termination the Buyer shall compensate Seller for all costs, additional expenses and losses, including loss of profit, resulting from the termination.

9.4 Where the Buyer, for whatever reason, terminates any Contract or cancels any delivery of Marine Fuels the Buyer shall compensate Seller upon first demand for all costs, additional expenses and losses, including loss of profit, resulting from the termination or cancellation.

10 Force Majeure:

10.1 The Seller shall not be liable for any loss, damage or demurrage due to any delay or failure in performance of a Contract:

- (a) because of compliance with any order or request of any government authority, or person purporting to act therefore, or
- (b) when supply of the Marine Fuels or any facility of production, manufacture, storage, transportation, distribution or delivery contemplated by the Seller's supplier is interrupted, unavailable or inadequate for any cause whatsoever is not within the immediate control of the Seller or the Seller's supplier, including (without limitation) if such is caused by labour disputes, strikes, governmental intervention, wars, civil commotion, fire flood, earthquake, accident, storm, swell, ice, adverse weather, breakdown of machinery, unavailability of Marine Fuels, or any act of God. The Seller or the Seller's supplier shall not be required to remove any such cause or replace any effected source or supply or facility if doing so shall involve additional expense or a deviation from the Seller's or the Seller's supplier's normal practices. The Seller or the Seller's supplier shall not be required to make any deliveries omitted in accordance with this clause at any later time.

10.2 If the Buyer exercises reasonable diligence, the Buyer shall not be liable for failure to receive any delivery if prevented therefrom by force majeure.

- 10.3 In the event that the Seller, as a result of force majeure, can only deliver a superior grade of Marine Fuels, the Buyer must accept delivery thereof and pay the applicable market price, provided that such substitute is suitable for the Vessel and its intended operations.

11 Environmental Protection:

- 11.1 Buyer shall be responsible for the Vessel providing safe reception for the Marine Fuels. If an escape spillage or discharge of Marine Fuels (hereinafter referred to as a “Spill”) occurs while Marine Fuels are being delivered to the Vessel, the Buyer will promptly take such action as is reasonably necessary to remove and mitigate the effects of such Spill. However, notwithstanding the cause of such Spill, Seller may at its option take such measures, either in co-operation with Buyer or exclusively as the sole party, and incur such expenses as are reasonable to mitigate, or attempt to mitigate, the effects of such Spill and the Buyer shall co-operate and render such assistance as is required by Seller. Buyer shall pay and indemnify Seller for any expenses, damages, costs, fines and penalties arising from a Spill unless it was due to Seller’s gross negligence. Buyer shall give, or cause to be given, to Seller documents and information concerning any Spill or any program for the prevention thereof, which are requested by Seller or required by law or regulation applicable at the time and place where Seller delivers Marine Fuels to Buyer.

12 Liability and Indemnity:

- 12.1 Seller shall have no liability for:
- a) any loss of profit, increased costs or expenses in obtaining replacement fuel, deviation costs whether for repairs or replacement fuel or otherwise, crew overtime payment, port fees, agency costs, costs for external consultants, loss of time, loss of production whatsoever, or any similar loss and whether arising directly or indirectly from the performance or non-performance of a Contract, and whether or not the same is due to any breach of contract, negligence or any other fault on the part of Seller, its servant or agents; and
 - b) any indirect or consequential loss arising out of or in connection with the performance or non-performance of a Contract, whether such loss is due to any breach of contract, negligence or any other fault on the part of Seller, its servant or agents.
- 12.2 The liability of Seller, whatsoever or howsoever caused, shall (inclusive of interest and legal and enforcement costs) not exceed the lower amount of either USD 100,000 or the invoice value of the Marine Fuels giving rise to the claim on which the Seller’s liability is based.
- 12.3 The Seller’s employees, servants, agents and sub-contractors shall have the benefit of all rights, limitation and exclusions stipulated for Seller in these Terms.
- 12.4 The Buyer shall indemnify the Seller for any claims brought against the Seller by any third party arising out of the supply of Marine Fuels to the extent that the Seller’s liability exceeds the Seller’s liability to the Buyer under these Terms in respect of such claim.
- 12.5 The Seller relies on the physical supplier performing the delivery of Marine Fuels on its behalf for documentation related to the Marine Fuels, including but not limited to the Bunker Delivery Receipt, ISCC certificates, sustainability declarations, proof of origin, mass balance documentation, or other compliance records. Where the Seller passes on such documents to the Buyer it does so in good faith but without any warranty or representation as to their accuracy and the Seller excludes all liability for any loss or damage

arising out of any error, defect or false representation therein, unless the Buyer establishes that the Seller knew of the same when the document was supplied.

13 Arbitration and Governing Law:

- 13.1 These Terms and any Contract shall be governed by and construed in accordance with the general maritime law of the United States of America, incorporating the Commercial Instruments and Maritime Liens Act. The law of the State of New York shall govern matters not addressed by the general maritime law. The 1980 United Nations Convention on Contracts for the International Sale of Goods (CISG) shall not apply to the Terms or any Contract.
- 13.2 Any dispute arising out of or in connection with a Contract or the supply of Marine Fuels shall be referred to arbitration in accordance with the current Terms of the London Maritime Arbitrators Association (“LMAA”). The seat of the arbitration shall be London, and the language of the arbitration shall be English. There shall be a sole arbitrator who shall be a Full Member of the LMAA.
- 13.3 Disputes in relation to multiple Contracts between the same Buyer and Seller may be included in a single arbitration. Where disputes arise in relation to more than one Contract entered between a Seller, or a Seller’s Affiliate, and a Buyer (including an Agent) then all such disputes between all such parties (or some of those disputes and/or some of those parties) may be referred to a single arbitration, either by way of a single notice of arbitration or by way of a counterclaim. Where a Seller and one or more Affiliates of a Seller have sold to the same Buyer (including an Agent), a single arbitration may be commenced by such Sellers, as co-claimants. The Seller has the authority of all Affiliates to bind the Affiliates, and all Affiliates have authority to bind the Seller, to the provisions of this clause 13. The Buyer and Seller consent to the consolidation of two or more arbitrations concerning disputes arising under more than one Contract.
- 13.4 Where a Seller commences a single arbitration against more than one party and seeks agreement upon the identity of the sole arbitrator the co-respondents shall agree between themselves on their response to the claimant’s request, and failing such agreement the claimant shall apply to the President of the LMAA for an appointment of a sole arbitrator to be made.
- 13.5 Notwithstanding the provisions of Clause **Error! Reference source not found.** to 13.4, the Seller may elect to commence court proceedings in any jurisdiction, either to substantively determine any dispute between the parties or to obtain security or other ancillary relief. Without limitation to the foregoing, where a court has ordered the arrest of a ship or other property the Seller shall be at liberty to elect that that court (or another court in that jurisdiction) shall have substantive jurisdiction. Where arbitration proceedings are commenced but a court assumes substantive jurisdiction in accordance with this Clause, the arbitration proceedings shall be stayed in favour of the court proceedings.

14 Sanctions, Anti-Corruption, and Anti-Bribery:

- 14.1 The Buyer warrants, that at the date of entering of a Contract and for the duration of said Contract that no party concerned with (i) the performance of the Contract; (ii) the Marine Fuels; (iii) the Vessel or its operation, management or ownership; (iv) any cargo on the Vessel, are subject to, or the target of, any Sanctions Regulations, or that any future trading of the Vessel will be in breach of the Sanctions Regulations.
- 14.2 The Buyer must immediately inform Seller in writing if it becomes aware that there is any circumstances that do, or may, give rise to a breach of this clause 14.

- 14.3 In the event of any risk reasonably held that performance of any Contract shall mean that the Seller may be in breach of any Sanctions Regulations the Seller is entitled to terminate any such Contract. The Seller shall be at liberty to notify any relevant authority and shall comply with any applicable Sanctions Regulations and follow any orders or directions which may be given by any regulatory or administrative body, acting with powers to compel compliance.
- 14.4 The Seller shall not under any circumstances be required to do anything which constitutes a violation of Sanctions Regulations.
- 14.5 Upon request from Seller and without delay, Buyer is obligated to provide all information and documentation to Seller deemed necessary for Seller to perform sanctions compliance screenings. Failure to comply with such requests shall be a breach of this clause 14 and entitle the Seller to terminate a Contract.
- 14.6 Buyer acknowledges that any Contract and any actions related to Contracts as well as any interaction with third parties related to such Contract are covered by certain anti-corruption laws and regulations, including but not limited to the U.S. Foreign Corrupt Practices Act and the UK Bribery Act. Therefore, Buyer shall comply with all applicable anti-corruption laws and regulations and agrees that Buyer has not, and will not, offer, promise, pay or authorize the payment of any money or anything of value, or take any action in furtherance of such a payment, whether by direct or indirect means, to any public official or private individual to influence the decision of such person in the performance of his duties to a government or to his company. Buyer shall be fully liable in case of breach of this clause and shall pay for all claims, damages, costs or losses incurred by Seller.
- 14.7 The Buyer shall indemnify Seller against any claims, damages, costs, losses, liabilities, and expenses, including but not limited to fines and attorneys' fees, arising as a consequence of any breach of this clause 14.