

U.S. EAST COAST/SOUTH ATLANTIC

January 8, 2018

VESSEL	VOY	LOADING	POSITION	DESTINATION	POSITION
SBI APOLLO	EC281	ANTWERP	19-22/12/17	CAMDEN	08-12/1/18
LOWLANDS SAGUENAY	EC282	ANTWERP	31/12-10/1	NEW LONDON SAVANNAH	21-24/01/18 27-31/01/18
NORDTAJO	EC283	ANTWERP	29/12/17-5/1/18	CAMDEN	17-23/1/18
CSS TBN	EC284	ANTWERP	16-20/1/18	CAMDEN	1-4/2/18
CSS TBN	EC285	ANTWERP	28-31/1/18	NEW LONDON CAMDEN SAVANNAH	12-17/2/18 18-21/2/18 24-27/2/18
CSS TBN	EC286	ANTWERP	23-28/2/18	NEW LONDON CAMDEN SAVANNAH	14-17/3/18 18-22/3/18 24-28/3/18

U.S. GULF/MEXICO

VESSEL	VOY	LOADING	POSITION	DESTINATION	POSITION
YANGTZE HAPPINESS	UG597	ANTWERP	24-29/12/17	ALTAMIRA VERA CRUZ	25-31/1/18 01-05/2/18
LOCH MELFORT	UG598	ANTWERP	06-12/1/18	NEW ORLEANS HOUSTON	31/1-3/2/18 05-11/2/18
LOWLANDS SAGUENAY	EC282	ANTWERP	31/12-10/1	MOBILE	04-08/2/18
CSS TBN	UG599	ANTWERP	22-27/1/18	MOBILE NEW ORLEANS HOUSTON	12-14/2/18 15-17/2/18 18-22/2/18
CSS TBN	UG600	ANTWERP	22-25/1/18	ALTAMIRA VERA CRUZ	12-14/2/18 15-17/2/18
CSS TBN	UG601	ANTWERP	19-23/2/18	ALTAMIRA VERA CRUZ	12-14/3/18 15-19/3/18
CSS TBN	UG602	ANTWERP	22-27/2/18	MOBILE HOUSTON	16-18/3/18 19-23/2/18

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All names and dates are given in good faith and are subject to alterations without notice.

Shippers/Merchants warrant to submit latest 48 hours (sshex) prior to loadstart of the vessel all data required by the Carrier to comply with the US-24 Hour Rule and acknowledge that any consequences/delays/fines resulting from failure to do so or resulting from wrong data declarations will be for Shippers'/Merchants' account and responsibility. Carrier reserves the right to shortship any cargoes for which the necessary B/L information is not available in due time.

New WPM regulations will apply latest as from 16 September 2005 hence we urge You to ensure all crating, pallets, packing blocks, drums, cases, skids or WPM otherwise used in supporting, protecting or carrying a commodity booked for shipment with an arrival after 16 September will be in compliance with these new regulations. We wish to stress that it is not the responsibility of the line to inspect each and every piece of WPM, hence the responsibility to comply with these new regulations is entirely upto the cargo interests. Failure to comply with the new regulations will include but not be limited to: 1. Rejection of cargo and possible dead-freight claim, 2. If non-compliant WPM is used and loaded onboard, any and all costs, consequences, damages will be for account of the cargo.