EXPRESS SEA WAYBILL

DANMAR LINE

Registered Office: Danmar Lines Ltd, P.O. Box 2680, 4002 Basel (Switzerland) for combined transport or port to port shipment Shipper B.L. No. Document No. ZHENGZHOU IVY INNOVATIVE TECHNOLOGY CO.,LTD. ROOM 2302, 23RD FLOOR, BUILDING 8, POLY CULTURAL SQUARE / c2502380880 s2505086152 CG0A77502 Reference No. PHASE II OFFICE BUILDING, HIGH-TECH ZONE, ZHENGZHOU, HENAN PROVINCE

Consignee (not negotiable unless consigned "to order", to the order of a named person, or "to bearer") Forwarding agent - references (complete name and address) DHL GLOBAL FORWARDING (CHINA) CO., LTD. ZHENGZHOU BRANCH RM 1901, NO 69 WEILAI ROAD HALTERNER TECHNOLOGIE GMBH BREITSCHEIDER WEG 117A, 40885, RATINGEN WEILAI MANSION, JINSHUI DISTRICT

EORI:DE464321762021166 VAT:DE343695821 ZHENGZHOU TEL:+49 21029291280 450003

CHINA TEL: +86 371 5562 3800 Notify

RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated in the field below entitled "Number and kind of packages: description of goods" subject to all the terms hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF ("TERMS AND CONDITIONS")) from the place of receipt or the port of loading, whichever is applicable, tothe port of discharge or the place of delivery, whitever is applicable. In accepting this Bill of Lading, the Merchant (as defined in the Terms and Conditions) expressly accepts and agrees to all its terms, conditions and exceptions whether printed, stamped or written, or otherwise incorporated (including without limitation the Terms and Conditions). HALTERNER TECHNOLOGIE GMBH BREITSCHEIDER WEG 117A, 40885, RATINGEN EORI:DE464321762021166 VAT:DE343695821 TEL:+49 21029291280

IN WITNESS WHEREOF the number of original Bills of Lading stated below all of this tenor and date has been signed, one of which being accomplished the others to stand void. The Carrier accepts a duty of reasonable care to check that any document which the Merchant surrenders as a bill of lading is genuine and original. If the Carrier complies with this duty, it will be entitled to deliver the Goods against what it reasonably believes to be a genuine and original bill of lading, such delivery discharging the Carrier's delivery obligations. Where this Bill of Lading is marked "Express Sea Waybill" (in which case all references in this document and the Terms and Conditions to this "Bill of Lading" shall be deemed to refer to this "Express Sea Waybill"), delivery may be made (after payment of any outstanding Freight) at the sole discretion of the Carrier, to the nominated person only upon proof of identity. Such delivery shall constitute due delivery hereunder. Vessel Voyage No. MARGRETHE MAERSK 546W

Place of receipt Port of loading For the release of goods apply to: DHL GLOBAL FORWARDING GMBH SHANGHAI, CHINA SHANGHAI, CHINA BRANDENBURGER STR. 2 40880 RATINGEN Place of delivery

Port of discharge GERMANY Tel: +49 2102 48060 ROTTERDAM, NETHERLANDS ROTTERDAM, NETHERLANDS

Marks and Nos. Number and kind of packages: description of goods **Gross Weight** Measurement in kilos in cubic meters N/M 10080.500 KG 64.690 M3 1 x 40HC CONTAINER

STC 612 Carton(s) BLANKET

*Shipper Load Count and Sealed

SHIPPED ON BOARD 16-NOV-25 ***Freight Prepaid***

Seals Volume Packages Mode Temp. Humidity Container Type Weiaht FANU1977330 HLK2240657 40HC 10080.500 KG 64.690 M3 612 CTN CY/CY

ABOVE PARTICULARS AS DECLARED BY SHIPPER Total No. of containers/packages: 1

Freight and charges Quantity based on Rate Per Prepaid Collect

Place and Date of issue Freight payable at SHANGHAI, CHINA ZHENGZHOU, CHINA 16-NOV-25

Signed on behalf of the Carrier : Danmar Lines Ltd. (FMC Org No. 028623) Number of original Bs/L DHL GLOBAL FORWARDING (CHINA) CO., LTD. ZHENGZHOU 0 (ZERO) BRANCH

The Carrier's liability is determined and limited in accordance with clause 8 of the **TERMS AND CONDITIONS**

Danmar Lines Bill of Lading Terms and conditions

DEFINITIONS AND INTERPRETATION

Carrier means the legal entity stated on the front of this bill of lading on whose behalf this bill of lading has been signed.

Carrier's Agent means a person acting on behalf of the Carrier, including any members of the Carrier Group which arranged the Services and/or issued this bill of lading.

Carrier Group means those companies ultimately owned in whole or controlled by Deutsche Post AG.
Container includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate
the Goods.

Container Equipment means any bladders, wooden platforms or equipment fitted in a Container or connected thereto or any hanging rails, frames or bars or equipment in the Container.

Controlled item means any goods, including software and technology, that are subject to prohibitions, license requirements or any other restrictions under any Trade Laws, such as military or dual-use items.

Denied Party means any person or entity listed on any applicable Sanctions lists as a denied or restricted party. Freight includes all charges payable to the Carrier or any member of the Carrier Group or Carrier's Agents in accordance with an applicable tariff or this bill of lading.

Goods means the whole or any part of the cargo, described on the front of this bill of lading and includes any packaging or Container not supplied by or on behalf of the Carrier.

Hague Rules means the povisions of the international Convention for the Unification of Certain Rules of Law relating to Bits of Lading signed at 16 trustels on 25 August 1624.

Liabilities include any and all dains, demands, losses, damages, liabilities, fines, penalties, costs.

Morchart include — Schier — Care — Sc

Morchant includes the Shipper, Consignee, holder this bill of Idanja, he receiver of the Goods and any person owning, antified to or daiming the possession of the Goods or of this bill of Idading or anyone acting on behalf of such person.

such person.

Non US Carriage means any element of the Services which is not US Carriage.

Package means the number of packages stated on the find of this bill of lading.

Relevant Authority means any oustoms authority, oustoms inspection stations, point and hadour authorities and any other almost haring legal justicide nover any element of the Services and/or the Goods.

Sanctions means any sanction, prohibition or restriction imposed by any state, country, supranational or international governmental organisation or other relevant authority.

indemational governmental organisation or other relevant authorists, country, supramational or SRR manna Special Diswing rights as defended by the International Mondary Fund.

SRR manna Special Diswing rights as defended by the International Mondary Fund.

Services means the whole or any part of the loading, packing, stringing, transporting, certiage, unloading, unspaking, de-stuffing, strongs, warehousing and handling of the Goods, any value added senders and any other operations and services of relevative analyses under undersking to preperment by one helatif of the Control of the C

SOLAS means the International Convention for the Safety of Life at Sea of the International Maritime Organization as supplemented by the SOLAS Guidelines, as amended from time to time.

SOLAS Guidelines means the Guidelines regarding the verified gross mass of a container carrying cargo (MSC.1/Circ.1476) published by the International Maritime Organization.

(MSC.1/Circ.1475) published by the International Mantime Organization.

Sub-contractor in uniduse sources, chaleners and operations of Vessels (other than the Cartier), stewardors, terminal and/or govupage operators, road, call and aritransport operators, towarding agents, liner agents, customs brokes, swandowsiems, longshoremen, and any independent contractors, servants or agents thereof. Carrier in performance of the Sentoes and any direct or indirect sub-contractors, servants or agents thereof.

Tractic Laws means all applicable export controls, Sanctions, customs laws and regulations and other applicable regulatory requirements and restrictions subject to controls via outside or organization and with the import copy fit export, tractory, tractic transportation, supply, routing, or other provided or or tractic controls of the Order's Linearshipment, transportation, supply, routing, or endough, end-use, end-used or that lactions of the Order's, blunching software and technology.

Underlying Bill of Lading includes any bill of Idading (negotiable or non-negotiable), waybill, cargo receipt or other document pertaining to the transportation of the Goods issued by a Sub-contractor to govern its carriage

ourgations.

US Carriage means any carriage to, from and/or through the jurisdiction of the U.S.A.

US COBSA means the United States Carriage of Goods by Sea Act 95 April 1936.

Vessel means any wellerborne critic used in the performance of the Sen/des under this bill of lading including but not limited to ocean vessels, feeder vessels, barges and inland water vessels whether named in the bill of lading or substituted vessels.

ostatured vessels.

A person includes a reference to a government, state, state agency, corporation, body corporate, ciation or partnership.

Any words following the word including shall be interpreted without limitation to the generality of the define words:

ABOUT THIS BILL OF LADING

This bill of lading is not a negotiable document of title unless consigned "to order", to the order of a named or "to bearer".

person, or "to bearer".

2. Request for substitute bills may only be made by the lawful holder of an original bill of lading who at the malesial sine holds the full set of original bills or lading. The Carrier will only issue substitute bills or lading at the consideration and subject to the personn making the request providing the Carrier with (the full section the edginal bills or lading and (i) a thill indemnity issue by a fact class bank acceptable to the Carrier for all and any lability and expenses similar good of the request for substitute bills.

2.3. This bill of lading is only primar field evidence of the particulars of the Cargo received which the Carrier had reasonable me man of checking.

24. In addition being able to ally on this bill of lading, the Carrier has, absent Compulsory Legislat providing otherwise, the right to avail fisself of and invoke any limitation or exclusion of liability, immunity, desired with, removed, and could be a set of the country of the carrier referred to in the Underlying Bill of Lading copies of said terms of an Underlying Bill of Lading as if the Carrier with carrier referred to in the Underlying Bill of Lading (copies of said terms of an Underlying Bill of Lading be available to the Methant at any office or the Carrier (prince (see 1997)).

MERCHANT'S WARRANTIES AND RESPONSIBILITIES
The Merchant warrants that:

The Merchant warrants that:

In accepting this bill of lading and agreeing to the terms of this bill of lading it is, or is the agent of and
authority of the pearson owning or entitled to the possession of the Goods and this bill of lading or of the
who is or may become interested in the Goods and this bill of lading.

preson mono to many decounter interested in the Goods and title on on balanty.

3.1.2 any and all information provided by Mechanit to Carrier is the, complete and accounte, including the description and particulars of the Goods, and that the made, numbers, quantity and weight as set out on the front of this bill of lading (i) have been needed by the Merchant on receipt of this bill of lading (ii) have been needed by the Merchant on receipt of this bill of lading and (ii) are full and

the Goods contain no drugs, prohibited orstolen goods, contraband or other illegal material orsubstance

or stowards;

3.1.4 the except, carriage or the delivery of the Goods will not expose the Carrier to any daim for a violation or infringement of any third party indelectual property rights;

3.1.5 the Goods have been properly and sufficiently prepared, packed, stowed, labelled and/or marked by or on behalf of the Merchant, and the preparation, packing, stowage, labelling and/or marking are appropriate to the carriage and any operations or the accordance that may arrive the Goods and are in compliance with all applicable carriage and any operations or the accordance that may arrive the Goods and are in compliance with all applicable.

1.16 neither the reosipt, carriage, delivery nor the import of the Goods (Including any insurance arranged by or on behalf of the Carrier) nor any payment or other transaction relating to the Goods or this bill of lading will or might depose the Carrier, the Carrier's Agent, the Sub-contactors or any of their employees, sensors, agents, insures or reinsures to any Sandons (or any risk of standon, prohibition or penally) whatseever imposed by any data, country, instructional organization or other relevant authority.

3.1.7 neither Merchant, nor it's holding company, agents, or affiliates, or any other third party directly or indirectly contracted by Merchant, are listed as Denied Party;

3.1.8 the Goods do not include a Prohibited Item, the possession, carriage, importation or exportation of which violates any applicable law, including without limitation, any Trade Laws; and

3.1.9 the Goods will have all permits, licences and other documentation necessary to comply with all applicable laws and all regulations or requirements of any Relevant Authority relating to the Goods.

3.2. The Merchant shall, and shall ensure that any person acting on its behalf, comply with all applicable laws, regulations or requirements of any Relevant Authority relating to the Goods, and the provisions of all licences, permits, consents and directions given by any Relevant Authority in respect of the Goods, including all Trade Laws. 3.3. If Carrier believes, in its sole discretion, that providing the Services will cause a violation of any Trade Laws. Carrier has the right to refuse, without penalty or liability, to provide the Services.

34. The Merchant shall be responsible, and members the Carrier, for all others, taxes, imposts, lavies, deposts, fries and outlags of whatever nature levels d by any Relevant Authority and/or any openses incurred in complying with the requirement of any Relevant Authority in relation to the Goods or by reason of any illegal, income or insufficient deed actation, making, numbering or addressing of the Goods.

3.5. All of the persons who fall within the definition of Merchant in clause 1.1 are jointly and severally liable to the Carrier for all the Merchant's warranties, undertakings, obligations and liabilities under or in connection with this bill of the control of the control

3.6. Merchant accepts and is responsible to: (i) export dassify the goods under the Senious provided by Carrier (ii) notify Carrier if the shipment contains Controlled Items; (iii) provide to Carrier the export control cassification and authorization information (e.g. lienses, permit exception, ect) for the Controlled Items, including copies thereof; (iii) ensure the autherticity of any documents provided by Merchant to Carrier and (iii) inform Carrier of any speed a londing or other conditions for Controlled Items that apply, prior b shipment.

4. THE GOODS

4.1. Dangerous goods - The Merchant will not linder Goods which also en may become dangerous. An abundance of the property of th

course, at the Merchant's cost, and without compensation to the Merchant and without perjudice to the Clarifer fight the Freight.

4.2. Goods requiring temperature/environmental control - The Merchant will not based of cost which could be controlled to the contr

properly verifiated or in the required environment.

4.3. Deck cargo. The Carlier has the right to carry the Goods, whether packed in Containers or not, under deck or an deck verification carry the Goods are carried on deck, the Carrier shall not be required not not, made or strain on the bill officiation gary statements of such an deck carriers. All Goods whether carried on deck or not carried on deck or an extra carrier of the carrier

or damage of whatsoever nature arising during carriage of Goods by sea or inland waterway howsoever caused, whether caused by negligence or any other cause whatsoever.

whether caused by negligence or any other cause whatsoever.

4.4. Inspection of Goods and provision of information - The Carrier or any person authorised by the Carrier's hall be entitled, but under no obligation, to open any Containe or package at any time and to inspect the codes, and the Carrier's entitled to access any data to information about the Goods contained in any electronic not access the contained of the Carrier's entitled to refer the Coods and their inherided use, as well as the Identities of all parties which have any legal, financial or commercial interest in the Goods.

CONTAINERS

Supply of Containers and Container Equipment by or on behalf of Carrie

5.1.1 The terms of this bill of lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container and/or any Container Equipment to the Merchant.

5.1.2 The Merchant, or a person acting on its behalf, shall inspect Containers and any Container Equipment before its stuffed, packed, filled or loaded, and the use of Containers and any Container Equipment shall be prima facile evidence of the Containers and any Container Equipment shall be prima facile evidence of the Containers and any Container Equipment being sound and suitable for use

Take evidence of the Cortainers and any Cortainer Equipment being sound and suitable for use.

6.1.3 If Cortainers supplied by or on behalf of the Careir are upgasded at the Merchant's premises, the
Merchant's responsible for retaining the Cortainers, including any Cortainer Equipment, empty, with interior
bounded and dean, door free and undamaged to the point of splace designated by the Careir, it is senants or
agents, within the time prescribed by the Careir. Should a Cortainer and/or the Cortainer Equipment not be
interior and the Cortainer of the Careir of the Careir of the Cortainer Equipment or the
interior and the Cortainer Equipment of the Careir of the Careir of the Cortainer Equipment or the
interior and the Cortainer of the Careir of the

5.1.4 The Merchant shall be responsible for any loss of, damage to, contamination or soiling of any Container and/or any Container Equipment supplied by or on behalf of the Carrier.

and/or any Container Equipment supplied by or on behalf of the Carrier.

Merchant packed Containers

2.2 Merchant packed Containers

2.2 If a Container Hann or behalf of the Carrier.

See The Container Hann or behalf of the Carrier.

See The Container Hann or behalf of the Container.

See The Container Hann or behalf of the Container.

See The Container Hann or behalf or lose or damage to the Goods caused by (g) the manner in which the Container.

(g) the unsuitability or defective condition of the Container, provided that where the Container used, or (g) the unsuitability or defective condition of the Container, provided that where the Container has been supplied by or on behalf of Carler, this clause 2.2 I shall only apply if the unsuitability or defective condition would have been apparent upon masonable inspection by the Merchant before or when the Container was sturfed, packed, filled or loaded.

by or on behalf of Custres, use well-been apparent upon asson able inspection by the Merchant betone well-been apparent upon meason able inspection by the Merchant betone well-been apparent upon asson able to communicate the seal number shall be communicated din writing by the Merchant to the Custres. If a Merchant Packed Container is delivered by the Custres with an original seal intact, the Custres shall not be liable for any shortage of Goods ascertained at delivery.

5.3.1 Merchant shall provide Carrier with the total gross mass established using calibrated and certified equipment of each packed Container (FCL) or each package of Occide (LCL) carried prisound to this bill of lading in accordance with SOLAS and the declines established by Carrier. Merchant acknowledges and agrees that Carrier will sky on the accordary and finalizes of solving loss mass information and will use this to comply with its obligation to SOL-container in accordance with SOLAS.

vorgaments to our-contractivities accordance with SULAS.

5.3.2 In the event of any non-compliance by Merchant with clause 6.3.1 or where Carrier reasonably believes the werlfied gross mass information provided by or on behalf of Merchant is inaccurate or incomplete, Carrier may, at its disoretion and without notice to the Merchant, electric:

(a) establish the total gross mass at Merohant's cost and risk, and as the Merchant's agent, using calibrated and certified equipment of each packed Container (FCL) or each package of Goods (LCL) carried pursuant to this bill of lading in accordance with SOLDAs and the dealines established by Carrier shall apply or

(b) without liability to Merchant refuse to load the Goods (if the Goods are not yet loaded) or, if the Goods are loaded, arrange at Merchant's cost and isk for the Goods to be landed and stored, and such landing and storage shall be deemed to onstitute due delivery of the Goods under this bill of lading.

PERFORMANCE OF THE SERVICES

The Carrier may at any time and without notice to the Merchant

use any means of transport or storage whatsoever in the performance of Services

(b) transfer the Goods from one conveyance to another, including transshipping or carrying them on a Vessel other than that named on the front of this bill of lading;

(c) proceed by any route in its discretion (whether or not the nearest ormost direct or customary or advertised route), at any speed, and proceed to or stary at any place or portwhats sever, once or more often and in any order: (d) load or unload the Goods at any place or port (whether or not such portis named overleaf as the Port of Loading or Port of Discharge) and store the Goods temporarily at any place or port whatsoever, once or more often and in any order;

comply with any orders or recommendations given by any government or Relevant Authority, or any on acting or purporting to act as or on behalf of such government or Relevant Authority.

6.1.2 The like rises set out in datus 6.11 may be hiveded by the Carrier for any purpose whatso ever and whether or not connected with the Sentess; included loading or unloading other goods; underpring repairs, towing or being tower, alloyating instruments, rydrodoling and assigning restrements in all studies. Any address that he sentence to be included within the scope of the Sentence and such action or delay rescribed in all alm lot the deemed to be included within the scope of the Sentence and such action or delay rescribing thereform shall not be deemed to be a deviation.

8.2.1 Carrier may stuff, pack, fill or load Goods in or on Containers and consolidate Goods owned by different

Godes shifted, godes, filled or loaded into one Container and contigned to one parties will only be delivered in a Container to the Michael fill filled following in separate the contents of the Container have been surrendered authorising delivery to a single Merchant at a single partie or delivery. The Carrier may at its option ungoal the Container and in separated Goods for wide hills for indigning have been surrendered, delivery them to the Michael not a less than container load (LCL) basis against payment by the Merchant of Freight relating to the LCL Goods togeth er with all costs in control for any additions all services rendered. So Not delivery shill consisted full

0.3. Any mention herin of parties to be notified of the artival of the Goods is solely for the benefit of the Carrier, and tailure to give such notification shall not result in the Carrier incurring any liability nor shall it releves the Merchant of any obligation under this bill of lading, and the Merchant of any obligation when the bill of lading, and the Carrier incurring any liability nor shall it releves a specific shall be sufficient to the control of the Carrier incurring any liability nor control of the Carrier incurrence in the Vessel is ready to include any official control of the Carrier shall be at liberty to store the Goods, in a warehouse of in the open, at the side and opening of the detection.

view, at the ms and expense of the Marchant
(8.3.1 life to Goods are undamed within 7 days from discharge of the Goods from the Vessel, or enheaver in
the Carefer judgment the Goods will deteriorate, decay, be damaged or loose charges, the Cariner rang, attitude
discretion rethrough the careful produced to the Marchant and without any responsibility attaching to 8, fall, abundors on
otherwise dispose of the Goods solely at the sist and expense of the Merchant and upply any proceeds of sale in
enduding of the Cariner with the Marchant and without the Cariner Ca

6.4. Matters affecting the performance of the Sentices I of the

make and see responsionly or the Camer in sepace of such cooks and cease, or (b) without projudes to the Camer's continuing rights abandon the Senrices under dause 8.4.1(a) continue with the carriage of the Good sto the place designated for delivery. In any event the Carrier shall be entitled to fulf Freightfor Goods received for Senrices and additional compensation for any exitar costs resulting from the circumstances referred to above in dause 8.4.1.

CARRIER'S AGENT AND SUB-CONTRACTING

By accepting this bill of lading, the Merchant confirms and agrees that any Carrier's Agent acts as an nt only.

7.2. In addition to the liberties given to the Carrier under the other provisions of this bill of lading, it is agreed that the Carrier shall be entitled to sub-contract the whole or any part of the Services on any terms whatsoever.

that the Carrier shall be entitled to sub-contract the whole or any part of the Sentees on any terms whatboever.

7.3. The Merchant underlates that no dain or alligation in septed of the Goods and/or Sentees whether arising in contract, ballment, to for of dennities shall be made against any Carrier's Apent to Sub-contractor. If any agrees to indemnity and hold harmless the Carrier against all consequences the end-contractor. In the Merchant agrees to indemnity and hold harmless the Carrier against all consequences the and of the Carrier against a Consequences the Application of the Carrier against a Carrier's Apent and Sub-contractors, for rehmon Carrier contracts as a good and/of trustees the benchmark the Carrier, including and Sub-contractors, for rehmon Carrier contracts as a good and/of trustees the dend of these procisions, shall be entitled to all defences, exemptions, immunities, limitations, liberties and rights of the Carrier, including the right the vertors any just and pistodiction desure.

7.5. The Merchant further undertakes that no claim or allegation in respect of the Goods and/or Services shall be made against the Carrier by any person other than in accordance with the provisions of this bill of lading.

CARRIER'S LIABILITY 8.1. The Carrier's liability in respect of any loss of or damage to the Goods or delay in the performance of the Services shall be determined and limited in accordance with the provisions of this clause 8 unless:

8.1.1 in the case of US Carriage, an international convention or national law (including US COGSA) compulsory applies (US Compulsory Legislation), in which case the liability of the Carrier will be determined and limited in accordance with the provisions of such US Compulsory Legislation.

in the case of Not US Carriage an international convention or national law applies computery to any ent of the Sentices (Non US Computery Legislation), in which case the liability of the Carmer in relation to telement of the Sentices will be determined and limited in accordance with the provisions of such Non US sudory Legislation.

skory Legislation; and US Compulsory Legislation and Non US Compulsory Legislation are hereinafter referred to as ulscry Legislation. Liability for Goods lott or damaged where no Compulsory Legislation applies

8.2.1 The provisions of (i) Article 4(1) of the Hague Rules for Non US Carriage, and (ii) 28 USC 1304(1) of US COGSA for US Carriage, will apply to the carriage of Goods by sea or inland waterways. 8.2.2 The Carrier shall not be responsible for loss or damage arising or resulting fro

(a) subject to clause 8.2.4, any of the perils listed in (f) Article 4(2) of the Hague Rules for Non US Carriage and (ii) 28 USC 1304(2) of US COGSA for US Carriage;

breach of any of the provisions of this bill of lading by the Merchant; handling, loading, stowage or unloading of the Goods by the Merchant or any person acting on behalf of chant, and

the Merchant, and

(d) an udear incident if the operator of a nuclear installation or a person and right of this damage under an applicable international Convention or national law governing liability in respect of nuclear energy.

8.2.3 When the Carrier establishes that the loss or damage could be attitubed to one or more of the causer or events specified in dause 9.2.2.0 by 8.2.20, stability be personned that it was co acused. The Merchantshall, however, be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of these causes.

8.2.4 The perils listed in (i) Articles 4.2(a), (c) and (l) of the Hague Rules for Non-US Carriage and (ii) 28 USC 1304 (2)(a)(c)(1) of US COGSA for US Carriage will only apply to the carriage of Goods by sea or inland waterways. 8.2.5. Non US Carriage – For carriage which is between the Port of loading and the Port of discharge only, the Carrier shall have no responsibility for loss or damage to the Goods until they are loaded on board the Vessel and it shall coase to have any responsibility for any loss or damage to the Goods until they are loaded on board the Vessel and it shall coase to have any responsibility for any loss or damage to the Goods once they have been discharged from the Vessel.

3.3. Amount of compensation

If the Carrier is liable for loss of or damage to the Goods the liability of the Carrier shall be limited to the lesses

3.1 the arrivers sound maked value of only those Goods damaged or lost (excluding insurance), and

3.22 for Nor US Carriage to which Compulsory Legislation applies; the amount set out in such Compulsory

Legislation;

8.3.3 for Non-US Carriage to which no Compulsory Legislation applies, 2SDRs per kilo

8.3.4 for US Carriage, US\$500 per Package or per the freight unit billed for Goods not packaged.

Ad valorem

Where the Shipper has declared a value for the Goods and the Carrier has stated such value on the front of this bill of lading as a "declared value"; and provided the Shipper has paid the exita freight, the amount of the declared value shall be substituted for the limits laid down in this bill of lading. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

Miner the Merchanth are requested insurance for the Goods and the Carrier has agreed in writing to provide such insurance, the Carrier agrees to effect such insurance as agent for the Shipper and such insurance shall be subject to the ecoephora and conditions of the polices of the insurance or undewrither taking the sits, copies of which are available on request. Subject to any Computory Legislation, the Carrier shall have no liability for loss or damage to the Goods where insurance has been effected under this clause. Liability for delay

8.6. Liability for delay.
Arrival times are not guaranteed by the Carrier and the Carrier shall, under no circumstances, have any liability delatoreer for any loss or damage caused by delay. Without prejudice to the foregoing, if the Carrier is nevertheless found liabile for loss or damage caused by delay, the Carrier's liability in respect of the same shall be subject to the limit of liability northand in clause 8.73. General liability provisions

8.7.1 Statutory protection

Nothing in this bill of lading shall operate to limit or deprive the Carrier of any statutory protection, defence, exception or limitation of flability authorised by any applicable laws, statutes or regulations of any country. The Court shall have the flat benefit of the all laws, statutes or regulations as if it were the counter of any country or any or an 8.7.2 Evolution of certain losses

Solve to the compution of beginning to the Carrier shall have no liability whatsoever for any loss of profit, loss of sales, loss of business, loss of goodwill or reputation or third party claims (in each case whether direct or indirect) or for any indirect or consequential loss.

Overall liability cap

Subject to any Compulsory Legislation, the Carrier's maximum aggregate liability for all events which occur unde this bill of lading (other than loss or damage to Goods) will be limited to an amount equal to the Freight paid.

8.7.4 Notification of claims and time bar provisions 8.7.5 Subject to any Compulsory Legislation:

(a) the Carrier shall be deemed prima to de to have delivered the Goods undamaged and in full unless notice of loss of or damage to the Goods, indicating the general native of such loss or damage, shall have been given in writing to the Carrier or bit te presentative at the place of delivery before or at the time of harmound of the Goods into the custody of the person entitled to delivery thereof under this ball of Lading or, if the loss or damage is not apparent, which inthe consecutive depth thereof ten.

apparent, when three consecutive days thereafter;

(b) In any event the Cariner shall be discharged of all liability under this bill of lading unless suit is brought within nomthat after the deliven of the Oode or the date when the Goods should have been delivered.

8.7.0 Application of defences, limits and exclusions of rilability.

The defences, limits and exclusions of ability provided for in this bill of lading shall apply in any action against the Carrier asking out no consection with this bill of lading (including loss or damage to Goods and delay) and whether the action be founded in contract, billiannet, but, breach of species or implied variantly or otherwise and even if the loss, damage or delay alose as a result of unseaworthiness, negligence, willful misconduct or fundamental breach of contracts.

Sawe as set out in clause 8 the Carrier shall not be liable for loss of or damage to any Goods or delay h arising (whether caused by negligence or otherwise).

INDEMNITY

On Inchemental Shall promptly indennify the Carrier, the Sub-contractors, the Carrier's Agents or any member of the Carrier Goup, their respective employees, senants, agents, insures or reinsures against all costs (including the cost of investigating and defending any dainne, openeses, claims, losses; liabilities, rootes, awards, fines, proceedings and judgments of whatboewer nature howsoewer assumed, incurred or suffered as a result of or in connection with any of the following.

9.1.1 any breach by the Merchant of any of the warranties or undertakings given or obligations undertaken by the Merchant under this bill of lading;

any breach by the Merchant of any of the provisions of clauses 4 or 522;

9.1.3 any cause arising from or with respect to the Goods for which the Carrier is not responsible for:

9.13 any cause among minor of war respective to colors or well only on the capture to color of the capture to colors or the capture to colors or the capture to capture to the capture to the Merchant's instructions.
9.15 the Capture incuming liability in excess of this failth, under the provisions of this bill of lading regardless of whether such liability assess from, or in connection with a breach of contract, negligence or breach of duty by the Cartier, its agents, eventue of Sub-contractors; 9.1.6 delayed, inaccurate or incomplete verified gross mass information provided by or on behalf of the Merchant under dause 5.3.1 on which the Carrier relies.

GENERAL AVERAGE

10. GENERAL AVERAGE

Carrier, In respect of all Cooks, whether carried no runder ded. The New Jason Clause as approved by EMCO currier, in respect of all Cooks, whether carried no runder ded. The New Jason Clause as approved by EMCO 10.

10. Novembratanding dauges 10.1 above, the Net-durint half detend, indemnity and held harmless the Carrier to Carrier to the Carrier and half provide so this country at many be regarded by the Vestel Covers of the Carrier and half provide so this country at may be regarded by the Vestel Covers of the Carrier and half provide so this country at may be regarded by the Vestel Covers of the Carrier to worse the estimated contribution of the Goods and any salvage and special or particular charges themon. Such security shall irrequired be submitted to the vestel covers from Carrier to Manage Themon. Such security shall irrequired be submitted to the vestel covers from Carrier to Manage Themon. Such security shall required be submitted to the vestel covers from Carrier to Manage Themon. Such security shall required be the vester covers from Carrier to Manage Themon.

103. The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

11. BOTH-TO-BLAME COLLISION

11. BOTH-TO-BLAME COLLISION
If a Vessel on which the Goods are being carried collides with another ship as the result of (i) the negligence of that dither ship, and (ii) any act, neglect or default of the master, matter, pilot of the Vessel (or other senant of the owners or operator of the Vessel) in the navigation or management of the Vessel, and the Merchant ecovers payment for loss of or damage to the Goods from the other ship, and the other ship obtains from the Carrier (or its Schoonstack) or contribution to waster to payment the collection to the Methant, then the Merchant will institute the Carrier (or its Schoonstack) or contribution on a shall indennify the Carrier for any other loss, liability or operase incurred contribution.

contribusion. 12. FREIGHT AND CHARGES 12.1. Freights shall be deemed earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event, ship lost or not

returnable in any event, ship lost or not.

12.2. The Feighthan been calculated on the basis of particulars furnished by or on behalf of the Merchant. If the particulars furnished by or on behalf of the Merchant are incorred, it is agreed that a sum equal either to (0) the first incorred to the particular strunished by or on behalf of the Merchant are incorred, it is agreed that a sum equal either to (0) the first incorred the first incorred the first incorred to the particular structure of the first incorred to the first

12.3. The Moreon activation is a surface of the sur

government directions or any event beyond the control of the Carrier.

2.4. All sums papeable to the Carrier are due on demand. All Freight shall be paid by the Merchant to the Carrier or any member of the Carrier of rouge or Carrier's Agents without any selectif, counterclaim (unless the Carrier or any member of the Carrier for Freight Agents without any selectif, counterclaim (unless the blobs delivery of the Occarrier of the Carrier of Carrier's Agents without any selectif, counterclaim or and the latest blobs delivery of the Occarrier of the Carrier of Carrier o

LIEN

The Carrier shall have a general lien on the Goods and any documents relating thereto, funds held and other goods in respect of which the Carrier is providing services to the Merchant (Chier Goods) and any other goods in respect of which the Carrier is providing services to the Merchant Chier Goods) and any other goods in the Carrier under this fall of adding, or ender, and for General Average contributions to whomsoever due.

13.2. The Carrier shall also have a general lien against the Merchant on the Goods and any documents relating thereby, funds held and Other Goods and any documents relating these to roll alsound due from the Merchant to the Carrier's Agents and/or any member of the Carrier for opportune my other contract.

13.3. The Castermay exercise its lien at any time and it any place in its sole discretion, whether the Services are completed or not other overhour time notice. In any event may lien and light jurinch the delivery of the Goods and/or the Other Goods and (b) setand to cover the cost of enforing its lien and recovering any jurns due. 134. To enforce and statify the Carrier's fallen the Carrier's plan lien the injury of the Goods and state of the Carrier's fallen the Carrier's plan lien the injury, at the Merchant And control or any liability because the Merchant and work out the Merchant and wor

the Merchant and extended any ideality hewards the Merchants.

14. LAW AND JURISDICTION

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15. LAW AND JURISDICTION

16. LAW CAND JU

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Except where expressly agreed otherwise in welling, this bill of lading shall, in so far as it is inconsistent with the terms of any contractual arrangement the Carrier, or any member of the Carrier Group, and the Merchant may here enhered into, be paramount and govern the Services. If any provision of this bill of Idding is held unenforceable, that provision shall, to the except in equired, be deemed not to form part of the bill of Idding and shall and rather the control case of the Idding and shall and rather the control case of the Idding and shall be enhored to the Idding and shall be enhered to the Idding and Id

by law. VARIATION OF THE CONTRACT AND PARTIAL INVALIDITY

No servant or agent of the Carrier shall have power to waive or vary any term of this bill of lading unless aiver or variation is in writing and is specifically authorized or ratified in writing by the Carrier.

16.2. If any provision in this bill of lading is held to be invalid or unenforceable such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this bill of lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

THIRD PARTY ACT