OOCL ORIENT O	verseas Cont	ainer Lini	E [•]	PR	OFOI	RMA – NON	I NEGO)TIABLE (No	BILL OF LADING on Negotiable Unless Consigned to Order)	
SHIPPER/EXPORTER (COMPLETE NAME A) LEMON (XIAMEN) EL			BOOK	081440						
CO., LTD.					EXPORT REFERENCES RATE FOLDER 00104758					
NO. 21 XIANGYUE ROAD,										
HIGH-TECH INDUSTRIAL AREA, XIANG'AN DISTRICT,*										
CONSIGNEE (COMPLETE NAME AND ADDR	RESS)				FORW FMC N	ARDING AGENT-REFI	ERENCES			
HISHAM AL DASOUQI										
EST. ENG.HISHAM AL DASOUQI										
AMMAN-ABDALLI-KING HUSSEIN						AND COUNTRY OF C	RIGIN OF G	OODS		
ST.BUILD.BALBISI NO 110 **						ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS				
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see Clause 13 on reverse)) HISHAM AL DASOUQI ELECTRICAL						*XIAMEN, CHINA				
EST.					TEL: 86-592-5558078					
ENG.HISHAM AL DASOUQI AMMAN-ABDALLI-KING HUSSEIN					FAX:86-592-5558079 **OFFICE 407					
ST.BUILD.BALBISI	NO 110 **				MOBILE: 0799736961					
PRE-CARRIAGE BY		PLACE OF RECEIF	PT							
VESSEL/VOYAGE/FLAG	84A1 ***		XIAMEN, CHINA			LOADING PIER/TERMINAL ORIGINALS TO BE RELEASED AT				
CMA CGM THALASSA ORD		XIAMEN, CHINA			XIAMEN		XIAMEN			
PORT OF DISCHARGE AQABA , JORDAN	PORT OF DISCHARGE AQABA , JORDAN		PLACE OF DELIVERY AQABA , JORDAN		TYPE OF MOVEMENT (IF MIXED, USE D FCL / FCL		E DESCRIPTION OF PACKAGES AND GOODS FIELD) CY/CY			
(CHECK "HM" COLUMN IF HAZARDOUS M/	S DECLARED BY SH	IIPPER B	R BUT NOT ACKNOWLEDGED BY THE CARRIER				2			
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS OOCU8659696 / OOLH	QUANTITY (FOR CUSTOMS DECLARATION ONLY) TTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT	2210 0			יד / דו	at (40110	GROS	SS WEIGHT	MEASUREMENT	
RAFEED		 LED FIXT	ARTONS	/FC	_Ц/Г 	CL /40HQ/	/ 1204(0.000KGS	70.450CBM	
	CARTONS				D					
OCEAN FREIGHT PREP TOTAL NO. OF CONT CALCULATION OF PA DESTINATION CHARGE LAWFULLY DEMANDS D SHIPPER LOAD AND C DESTINATION OFFICE JADARA SHIPPING & NOTICE 1: For carriage to or from the United States of	AINERS/PACK CKAGE LIMIT S COLLECT PI ELIVERY OF OUNT, CONTA ADDRESS: FORWARDING ** TO	ATION (I ER LINE THE CARG INER(S) BE CONT	F APPLICABL TARIFF, AND O. SEALED BY S INUED ON AT	E): TO E HIPPE TACHE	BE C IR ID L	CONTAINH OLLECTED IST **	ER(S) FROM	/PACKAGE(THE PART	S) Y WHO	
declares a higher cargo value below and pa NOTICE 2: See Clause 28 on the reverse side hereof: I NOTICE 3: If Goods carried on deck at Merchant's risk	ys the Carrier's ad valorem freight char Notice to Endorsee and/or Holder and/o	rge; and (ii) if carried on de or Transferee.	ck at Merchant's risk as to perils inhe	erent in such can	riage but in	all other respects subject to	the provisions of	COGSA.		
Declared Cargo Value US\$ FREIGHT & CHARGES PAYABLE AT:	lf		s a value, Carrier's limit SERVICE CONTRACT NO.			COMMODITY CODE		lorem rate will be	charged. Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and	
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID			COLLECT	_		 acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as 	
									herein provided. The receipt, custody, carriage and delivery of the goods are subject to the terms appearing	
									on the face and back hereof and to the Carrier's applicable tariff.	
									In witness whereof 3 original bills of lading have been signed, one of which being accomplished, the other(s) to be void.	
									DATE CARGO RECEIVED	
									DATE LADEN ON BOARD 0 5 APR 2023	
									dated 5 APR 2023	
The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in pamphilet form.							SIGNEI BY:	ORIENT OVE (CHINA) CO	RSEAS CONTAINER LINE ., LTD	
+ STRIKE OUT FOR ON BOARD VESSEL BI • SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF GF001 HQD 01/01	LL OF LADING							INT OVERSEAS		
							LINE	C, AS CARRIE	iK▼	

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

VESSEL: CMA CGM THALASSA	ł	PROFORMA - NON NEGOTIABLE VOYAGE: 0RDF2W1MA	PAGE: 2 OF 3 B/L NO.: OOLU2716081440		
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT	
BUILDING#29(NAOURI SA'ED BIN ABI WAQQA AMMAN, JORDAN	GROUP BUIL AS STREET	DING)			
NULL 962 6 5004000					
DELIE	ERATELY LE	FT BLANK AND CONTINUE ON NEXT PAGE			

SIGNED ORIENT OVERSEAS CONTAINER LINE BY: (CHINA) CO., LTD

, as agent for

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

PROFORMA - NON NEGOTIABLE VOYAGE: 0RDF2W1MA B/L NO.: 00LU2716081440

PAGE: 2 OF 3

se indicated, the number of containers ges received and acknowledged by the eigh or the Port of Loading, whichever is assurements, marks, numbers, quantity VED for shipment in external apparent good order and condition, unless otherwit es or other customary freight units identified as 'Total Number of Container/Packa or in the face hereof subject to all the terms and conditions hereof from Flace of Rec for a disc of Delivery or Port of Discharge, whichever is applicable. Weights, m s and value if mentioned herein are to be considered unknown by the Carrier.

oms or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees to be , exceptions, and conditions attached hereto or stated herein, whether written, printed, stamped or rein, as fully as if there were all signed by such Merchant.

NTITY AND DEFINITION OF CARRIER. "Orient Overseas Container Line" and "OOCL" are trade names for n provided separately by: Orient Overseas Container Line Limited ("OOCLL") and OOCL/Europe) Limited ("OEUL")

(a) OEUL shall be deemed the Carrier Russia, Poland and Turkey.

d to be the Carrier for Goods not carried in 1 (a) above , for the purpose of this Clause, transhipment of Goods in either Russia, Pol charging' Goods.

ultimately adjudged that a second person or entity, including without limitation, the Vessel, her owner, operator, denise, tit nd space charteret and/or another member of an alliance and/or consortium and/or joint arrangement of which the Car e a member, is also a carrierbalize then that person or entity shall have the benefit of all the rights and detenses provid-in Biol II duding or by law.

Is is hereby given that Carrier is a member of alliances and/or consortia and/or joint amangaments. The members of such is, including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage of which notice to the Methani. In the case of such carriargs, however, the terms and continuon of this Bill of Lading shall and the Metcharis shall be board by them and Calier shall be deemed in all instances to be the Carrier of the Goods, to the terms and continuous the Bill of Lading.

b), and the Merchant shall be board by them and Carlier shall be deemed an all instances to be the Carlier of the Codes, to the terms and constrained to the Carlier of the Codes, to the terms and constrained to the Carlier of the Codes, the Carlier of the Codes of the Carlier of the C

CARRIER'S TARIFF The terms of the applicable tariff(s) of the Carrier are incorporated herein. Copies of the relevant sitions of the applicable tariff(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill on grand the applicable tariff(s), this Bill of Lading shall prevail except in the United States of America where the provisions of third hall prevail.

CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT

Port Transport is Port to Port Transport, the responsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the the Port of Discharge shall be determined in accordance with the provisions of Clause 4(C).

wire shall be under no lability whatoever for loss or damage to the Goods or non-delivery or misdelivery howsover I such loss or damage, non-delivery or misdelivery arises prior to loading on or or subsequent to discharge from the Vessar handing the allow, in uses and to the east that any applicable be provides for any additional period I reprovability the shall have the benefit of every right, detence, limitation and liberty of the Hagan Rules during such additional computiony I reprovides for any additional strategies and any additional bears of the head to the subsequence of the set of the subsequence of the su

Combined Transport triage is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the age from the Piace of Receipt or the Port of Loading whichever is applicable to the Piace of Delivery or the Port of Discharge herer is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the the trah the se follower:

If the stage of carriage where loss or damage occ Exclusions

Exclusions ge of the carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and to the Goods save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or was caused by:

An east or omission of the Metahant: multilicency or detective condition of gatching or marking Compliance with the instructions of persons entitled to give them: Handing, loading, swange or including of the Goods by the Merchant; Information of the Goods; Information of the Goods; An unclear Incoder:

ut, stoppage or restraint of labour from whence care cident; It which the Carrier could no avoid and the consequence of which he could not prevent by the exercise of

Burden of Proof The b urden of Prool The burden of proving that any loss or damage was caused by one or more of the events mentioned in (1)((a)(b) to (iiii) third set upon the Carrier's as the tote the Carrier's as the tote constrate that, in the is constrainted the loss or damage could be attributed to one or more of the events specified in Clauses 4(B)(1)(a)(b) to (iii) then it sumed that it was so caused and in such circumstances the burden of proof shall be on the Merchant to prove that the age was not caused wholly or parity by one or more of these events.

Limitation If the Carrier is liable for loss or damage to the Goods then the ar to the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum liability hereunder shall in no circumstances exceed US\$2 per kilo of gross weight of the Goods lost or dramaged unless the value of the Goods has been declared by the Merchann with the consent of the Carrier and excess freight has been paid whereupon the declared value (# lighter) as shown on the face of the Bill of Lading shall be substituted for the above limit and any parallel so of damage shall be adjusted pro nation on the basis of such declared value.

If the stage of carriage during which loss or damage occurred is known

standing anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is known bject to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when the the claude on board the Vessel at the Port of Ladeng until the univerthe the Goods are claushaped from the Vessel at the Discharge the Carriers liability in respect of any such loss or damage occurring shall be determined as follows:-

By the provisions contained in any international convention or national law, which provisions cannot be departed from by contract to be detimate of the Netherhart, and would have applied if the Netherham had made a separate and direct contract. Carrier in respect of the particular stage of the carriage where the loss or damage occurred and received as evidence my particular document which must be sured in order to make such international Convention or national law applicable, or the sure of the sure of the sure of the sure of the sure such international Convention or national law applicable.

If no international convention or national law is applicable then the liability of the Carrier shall be determined pursuant to sions of Clause 4(B)(1).

protection or usake equip. , Subject C Subject (Subject 400;2(ii)) is loss or damage to the Goods is known to have occurred during a period when the Goods in it the cutody of a Participating Carrier than the Cutrier shall have the benefit of any and all rights, defences, exemptions, takens and immunities contained in or incorporated by or compositionly applicable the Participating Carrier's tartifity of strategic light the Currier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in the Bill of ling and the Currier will made for the purpose such benefit, rights, defences, limitations and immunities shall be ented to be incorporated herein, and copies are obtainable from the Carrier upon request.

Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect subject islation enacted in any country making the Hague or Hague-Yaby Rules compulsorily applicable and in the absence of legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United States of

ere the Hague Rules are not compulsorily applicable but are contractually applicable then subject to Clau ion) the Carrier's responsibility shall in no event exceed GBP100 per package or customary freight unit.

If any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other comp applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the ren

USA Clause Paramount (if applicable) (D)

If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject SA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that dod are in the actual custody of the Carritor to table-contractor at the sea-terminal in the United States of America before onto the Vessel or left discharge therefrom as the case may be.

2. The Cartier shall not baldsh in any capacity elastacement for loss or clearly to the Cooks or non-children or initiality interviewer classes within the Cooks aim in the Under States of Chinesics anyor from the assessment and carts are in the asta carbody of the Cartier A. It have interest the asta agent only for and no behall of the Merchant and agrees to prove astronghastic and cooks in accordance with the usual terms. Cooks and in the state assessment and carts are the cartier is denied the right to act as agent only at these times, its liability for loss and damage to the Goods or non-chiever missible elements of accordance with Causar (48) hered.

If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight uni alue of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been rates Cause 23 shall apply and the declared value (# ligher) shall be substituted for the limit and any partial loss or be adjusted pro-rate on the basis of sub declared value.

Except as provided herein in Clauses 4(D)(1)and (2), and where COGSA does not apply by operation of law, Carrier's will be governed by COGSA unless its liability under some other body of law applicable to the particular stage of the rt where the loss occurred is more favourable to the Carrier (with regards to defenses and limitations), in which case that dy of law will applicable.

potable radional or international safety standards and is it in all respects for carriage by the Carrier. MERCHANTS RESPONSIBILITY AND INCENNIFCATION All of the greation coming within the direktion of Michains shall be jointy and severally lable to the Carrier for the due filtered of all diagnostics understands by the Michain in the Bit of Lading and remains as lable. Introductous the transportation The Stype of the warrants to be carrier that the spin control of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the spin control of the Bit of the Bit of Lading and the such particulars and any other particulars in the document is the spin control of the Bit Bit of Lading and the such particulars and any other particulars in the document by the Carrier against tal loss, damage and ageneses atring or resulting from inscrumoles in the Integration of the spin of the Carrier against tal loss, damage and ageneses atring or resulting from all bits thurder. The Merchant agrees to the streft or transportation any Goods which require infegreated without dying written or the displand of the Marchant and the Carrier ray sufficience to the streft of a superstret of the Carrier and and any claims, loss, damage, fiese or to perstend lay or too all or down you reported lay bits of the claimst and the spin control field by the spin stret may sufficience to the stret as a spin stret by the claimst and the spin stret against the Marchant under the there is the spin stret as a spin stret by the spin stret in the spin stret as a spin stret by the spin stret is there dama

REGULTIONS RELATING TO GCODES The Merchard shall comply with all rules, law, regulations or requirements of customs, port and other authorities, and and pay all dates, these, frees, impossing sector costs incurred or authorited by reason therefor of by reason of any incorrect or insufficient description, marking, numbering or addressing of the Goods, and indemnity the Carrier in respect

If the Carrier is obliged to handover the Goods or any part thereof into the custody of any custor , such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this

(5) such handboot that constitute due develop of the cuote of any part thereo. In we emulate states are a low low part thereo is a second and the constant is and there is a second and the constant is and there is a second by the difference of the constant is and the elevaters shall handboot be constant and the second by the difference of the constant is and the elevater shall handboot be constant and the second by the difference of the constant and the constant is and the constant i

we been appearer upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, staffed or loaded, or packing of temperature controlled Goods that the to boods temperature. The Shing of temperature control of Goods that the to the Soft temperature and the temperature control of Goods that the spacing of all Shipperpacked Containers. The Shipper shall negate the before shifting temperature control of the spacing and safety of all Shipperpacked Containers the and that the Container is in good order and containes shall be prima face evidence of the receipt of the Container shall be the shifting temperature of the Container of the Shipperpacked Containers is and that the Container is in good order and contains. It all shipperpacked Container is delivered by the Carrier the staff and the Container is in good order and contains. The Shipperpacked Container is and that the Container is in good order and contains. The Shipperpacked Container is shifting the Carrier the space of the Shipperpacked Container is a shipperpacked Container is and the the container is in good order and contains or the shipper shifting the Carrier the staff and the shifting the Carrier shipser shifting the Carrier the space of container shifting the Carrier shipser shifting the Carrier the shifting the Carrier shipser shifting the Carrier the staff and the Container shipser shifting the Carrier shifting the Carr

Cor losses of watarabeter latelies bandwards and/or losses and/or losses and/or loss and/or loss of losses and/or losses and/

The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Containers or omaining any contraband. If the requirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all mage or expense of whatsoever nature and howsoever arising out of such Goods or Containers being tendered for tation or delivered to or handled or carrief by the Carrier.

statistich of deliveriest for manage of calmenus y see unexc. DECX ARGO AND UNITESTOCK (nor bang Gooda Barrel) in Containers other than falser or patieth which are stated herein to be carried on deck and do, whether or not carried on deck, are and whether almost responsibility on the part of the Carrier for tops or damage of over nature articing, daring carringles by sea whether casaed by unseawortheress or negligence or any other casae over, notice that in respect of Gooda carriers to or from the fulled States of Annelia Cooks are carried on deck at the arts risk as to perfis interent in such carriage but in all other respects subject to COGSA.

As thick are uppers immersion insolutionalized with in all other happens sought for U-OSAN-OPTIONAL STOWARD by the Carrier in Containers or similar articles of transport used to consolidate Goods. Goods stowed in Containers other than failed to pallest, whether by the Carrier or the Merchant, may be carrier exk without notice to the Merchant, Goods (other than Ivestick) whether carried on deck or under deck thal partis wereing and chall be derived to be within the definition of Goods to proposed in the Happen Rules, Happe-Velby 1, at the case may be. N, as the case may be. If Gods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods ainers are stowed on deck, the Carrier shall not be required to specially note, "on deck" carriage on the face of this Bill of any custom to the contrary notwithstanding.

DESCRIPTION OF GOODS The Bill of Large bill be prime facile evidence of the receipt by the Carrier In external apparent good order and no except as otherwise noted of the total number of Continence or our places or units identified on the face hered as unitered Containers/Instages received and acknowledged by the Carrier. No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, uniteres or value of the Code and the Carrier all be fund on rospensibility whatbower in respect of such description

And/or the first of the Competitive of the term "apparent good on the tor superinterior when used in the Bill of Lading Any leftence to temperature or the term "apparent good on the and condition" when used in the Bill of Lading to Goods which require telfogenation does not mean that the Goods, when received we writed by the Carter as to colded temperature and no relance should be placed by the Merchant as to the accuracy of such temperature show

13)

ex of this field Lating. NOTIFICATION AND DELIVEEY Except as provided by latifi. any encircle of notify parties is solely for the Carrier's information, and lative to give and and not encire the Carrier labels nor relieve the Merchant of any obligation to the Carrier's information, and lative to give and and and encire the Carrier labels nor relieve the Merchant of any obligation to the Carrier's information, and lative to give and the Merchant shall base delivery of the Goods within the time provided for in the Carrier's information. The time the The Merchant shall be addelivery of the Goods and the time provided for in the Carrier's applicable test. It is found to base delivery of the Goods and the time is an experiment of the Merchant shall provide the found in the opper-ts the Goods of pathetic I. Constitute and/or starter or any appart thered advorw, about, in the opper-oner at the solver and expense of the Mortant. Thereapon, the lability of the Carrier in respect of the Coods shall wholly and the coats of such strange (I paid or payable by the Carrier or any appart or sub-contractor of the Carrier) shall in disconstants. Carrier shall have no lability with the Carrier or any appart or sub-contractor of the Carrier and is disconstants. Carrier shall have no lability in the Carrier to incompany of Goods in its actual or constructive is disconstants. Carrier shall have no lability shall have the information of the misdelivery of Goods in the statual or constructive is to persons known by him to have no right to payasies under the Bill of Lading.

Goods persons toom by hin to have no ngit to possession under the slit of Ladang. 14. MLLTRE LLG OF LADING 1. Goods will only be delivered in a Container to an individual Menchant if all Bills of Lading in respect of the content of the Condot will only be delivered in a Container to an individual Menchant if all Bills of Lading in respect of the content of the requirement is not fulfield the Carter may in its aboutle discretion unpack the Container and, in respect of Goods for which Bills of Lading have been summedired, adultive than to the Menchant. Star Melvery shall constitute due delivery transmotted to will only be effected against payment by the Marchant of the appropriate charges. If multiple Bills clading are beaution in respect of the contents of a Container, then the particular of the Goods described on the factor shall clading are beaution in respect of the contents of a Container, then the particular of the Goods described on the factor shall be clading are beaution of the contents of the Container discussed. The Carter is required to Advert the supportional Goods of is or becomes mining or unmader on incredibilite, the Menchant bail tab deliver the effect factor and delivery shall contain the advertex result. If such averts the Carter shall in its aboutle discretion determines, and who delivery shall contains the advertex results. In such averts the Carter shall in this aboutle discretion determines, and carted approximate. Contains the advertex results. In such averts the Carter shall and be deliver theread, loss, or damage of the Goods or other discretion determines, which are found upon unpacking of the Container.

damage of the Goods or other discognancies of the Goods, which are found upon unpacking of the Catiliane.
16.5 FEGICIT MO CHARGES
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Interactions where the entering the entering is in plantace to built.
IDI LEN. The Carrier shall have a line on the Goods and any document relating thereto, which shall survive delivery, for all surve and or any other contract with the Merchant, or on accourt of the Goods or carriange, storage of nonling of the Goods, including but not initiated to, general surges constitutions, respit, delivery, destination, demurage, detention, pot and/or handling of the Goods, including but not not any address or example, storage, destination, opt and/or handling of handling of any after or pression to the hold handling of any after or mission to the hold handling in signal storage. Carrier may also so all discretion exercises its line at any taxe, whether the contractual transportation is completed on off. For the purpose of such hand handling in the line all provides that handling the signal so all the Societ for the line line handling the signal society is the line line handling the signal society of the line handling that is also provides that line handling the signal society of the line handling the sist pro

MATTERS AFFECTING PERFORMANCE. If at any time the performance of the contract evidenced by this fing is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind which cann olded by the searcise of reasonable endeavours, the Carrier (whether or not the transport is commenced) may without not Mechanit result hereoframance of this countract as terminated and place the Goods or any part of them at Netherlar's dis the method method is a second of the carrier may deem safe and convenient, whereyon the responsibility of the Carrier in respect of such goods shall cease. The Carrier shall nevertheless be enfield to full freight and charges on Goods received for transportions and the Marchard Holl cas any additional cent of currings to add datage and storage such observed to transportions.

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

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PAGE: 3 OF 3

GENERAL The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any time or to meet any particular market or use. In no circumstances shall the Carrier be liable for loss or damaae due to

Same as otherwise commence commences and the uniter or earlier for site of damage date to some as otherwise provided herein, the Contrier shall in a columnisationa be liable for direct or paretial loss of damage anising from any other cause. It also control should nevertheles be held legally liable for any text united or control and the source damage, such liability shall in one ever access the begins part of the text of other damage anisotropy and the source of the came in concentration with an align out of the text of this Bill of Lading and groupment here responsible of the Camier in concentration with an align out of a container to the Merchant whether before or after the Goods are received by the Camier for transportation or to the Merchant.

believe to the Merchant. 4. All Containers to be the joint and several responsibility of all the persons coming within the definition of the Merchant and must be redelivered clean and undamaged to a place or point of insterbange nominated by the Carrier within the time severable in the Carrier's applicable tariffs and contracts, failing which each of such persons are jointy and severably liable for such determin, loss or expressionates as a result thereof individing but not limited to domurrage, container detention charges

INSPECTION OF GOODS The Carrier shall be entitle upon appears that the conte INSPECTION OF GOODS The Carrier data be entitled, but order no obligation, to open any Container at any time and to inspec thereupon appears that the contents or any part thered cannot sately or properly be carried or carried further tools and the content of any additional expecter or taking any measures in relation to the Container or its content ed, the Carrier may at the sole risk and expects of the Merchant abandon the transportation thered at users and/or incorr any resonable additional expects or contrime the carringe of to store the sat at under cover or in the open, at any place, which storage shall be deemed to constitute due delively un The Merchant at historication of the any costs, files, or pontiles incorred as incorred. The Carrier is not responsible for any damage or tosis to the Cargo resulting from impection by co miss and Merchant and be responsible any costs, files, or pontiles incorred as a restard of such

21) VARIATION OF CONTRACT. Merchant agrees that this Bill of Lading constitutes the entire agreement between parties. There are no understandings to the subject matter of this agreement other than as breein set form, and any such a climit state of the subject matter of the subject m

are supersedued by this Bill of Lading. 20) GRREARA, NEERACE: Centerel Average shall be adjusted at any port or place at the option of the Contrie in accordance with the York-Average Palaes. 1964 and any subcequent modification or e-stachment therets and shall be applied to Containers and/or Cooks loaded on deck or under deck. In the event of accident, danger, damager disature before or after the commonement of the voyage resulting from any cause whatsover statute, contract or derivers, the Merchant shall have made or incourced, and shall pay any salange and special charger sincerial in respect of the Cooks. It is abrill that may to made or incourced, and shall pay any salange and special charger sincerial in respect of the Cooks. It is abrill the Control that where a line on the Cooks of a General Average contribution (in the Cooks). It is abrill the Control that where a line on the Cooks of a General Average contribution (in the cooks) for sincer the Control that where a line on the Cooks of a General Average contribution (in the control to the cooks) for sincer the Merchant is responsible and hall be entitled to a cash depeat or other sourcity predomical contributions or expense and a point where the source of the source that allower the control that and the control to entit the source onthis on in control control that and the control to the source of t

Values are included by fequence.
20) AD VLACEM DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for in this Bill of Lading may not be claimed unless the nature and value of the Goods have been declared by the Merchant prior to the commencement of the carringe and mercel in this Bill of Lading in the space applicable. Declared Cargo Value' and extra frieght paid on such declared value if required. In such case, the declared value if embodies in the Bill of Lading shall be the control of the Carrier's ability. (Exploying the Carrier's ability of the Carrier's ability of the control of the Carrier's ability. (Exploying the Carrier's ability, if any provided that such declared value des not exceed the twe value of the Goods at definition. Any paired times pairs the solution provide that such declared value and value.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, slot and space shall be entitled to the same rights of imitation as are or would be available to the owner of the Vessel under the imitation Convension of 1957, the London imitation Convention of 1976 or any other applicable conventions, statute overring the rights of alpioveners to limit their liability in accordance with the tomage or value of the Vessel in the in which any data is found the or Longol to Lango.

SUB-CONTRACTING AND INDEMNITY The Carrier shall be entitled to sub-contr-in relation to the Goods on any terms what act the whole or any part of the duties undert soever consistent with any applicable law.

Merchant undertakes that no claim or allegation shall be made against any person performing or un (including all arrannis, against and sub-contractions of the Carrier) other than the Carrier, which impose containing of the Cochic time (not not classified) to port if distance particular or the article of an eligibion orenon and, if any such claim or allegation should nevertheless be made, the Merchant will indemnify the segarores thereof.

Whou prejudice to the Merchan's indemnity obligations herein, the Vessel and every subcontractor of the Carrier my nature whatsover (including but not limited to the Parinipaining Carrier, the Vessel, the owner, charterer, operator, ther, officer and crew of the Vessel, and employees, gents, respectatives, and all attreedness, terminal operators, thinen, capeters, laber, ship cleanes, surveyors and other independent contractors) shall have the benefit of ever right expression. Institution all benefits and the independent contractors) shall have the barrier at a function expression for its benefit, and in entering into this contract. The Carrier, does not only on its own benefit of all varia as a institute for sub-pression of Vessel. The term "subcontractors" and the function that bar all as all as institute for sub-pressions of Vessel. The term "subcontractors" and and therein tail induits both direct and inducts con for whom the Carrier at its asgent. An indirect subcontractor is a person with whom the Carrier is not in contractand by Fort the purpose that Cause 25, the Vessel and all subcontractors shall be deemed to be parties to the contract thered by this Bill of Lading.

The provisions of Clause 25(b) shall extend to claims or allegations of what space on the carrying Vessel.

e) The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Cartier by any person other than in accordance with the terms and conditions of this Bil of Lading which imposes or attempts to prose upon the Cartier any lability whatsever in convection with the Good whether or not arising out of registrence on the part of the Cartier and, if any such claim or allegation should neverthetess be made, to indemnify the Cartier against all consequences them.

sequences hereod. MOTICE OF LOSS: TME BAR Unless ratics of loss of damage to the Goods and the general nature of it be given in writing to the Carrier at the of Delevery before or at the time of the memoral of the Goods into the outlody of the parton entitled to delevery thereof er this Bill of Lading, or if the loss of damage the rol apparent, within seven consecutive days thereafter, such removal shall minim balce indicators of the delevery by the Carrier of the Goods into the list of Lading, unless and removal shall written notes theredoor davies the Carrier shall be disturged of all liability under the Bill of Lading, unless and resources add the prioric davies of the Carrier shall be disturbed to the set of Lading the same tables of the dist the prioric davies of the Carrier shall be disturbed to the tension that the Bill of Lading unless and is brought within notes theredoor davies the Carrier shall be disturbed to the tension to the same tables of the same tables that ladge to an attemption the list the Goods have been tecewised to transportation. In the Carrier shall be discharged from all listerity valutores in respect of the Goods, unless suit is brought within one of the delevery or of the date when they should have been delivered.

year of their delivery or of the date when they should have been deliversi. 20) all DDTH-TD-BLAME COLLISION. If the Vessel comes into collision with another vessel is a result of the 10) all of the services of the 10 how one vessel and any structure of the services and vessel of the services of the possession of the carrying Vessel to pays to the Camera as trustee for the owner and/or demise charters of the carrying vessel or the carrying vessel or the owners and/or demise charters of the carrying vessel and the owner and/or demise charters of the carrying vessel or the owners and/or of the carrying vessel or the owners in so far as such tos of the carrying vessel or the owners and/or the owners and/or of the carrying vessel or the owners and or the romocarrying vessel or the owners and or the romocarrying vessel or the owners and or the romocarrying vessel or the owners and or the owners and or the romocarrying vessel or the owners and or the owners and or the owners and or the owners and or the rowners the the owner as part of their dam against the sector its recognition of the owners and owners and owners and or the owners the the the owner as part of their dam against the carrying vessel or the owners and the owners and owners and the the owners on the the owners on the theory of the owners owner owners owners owners and the owners and the owners on the theory of the owners owner owners owners and the owners and the owners and the owners and the owners owner owners owners

NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Ladin tent and/or becoming a holder and/or by transfer hereof and/or by presenting this Bill of Lading to ob a herein and/or otherwise, the endorsee/holder/transferee and the Carrier agree that the holder/endor become a party to a contract of carriage with the carrier on the basis herein.

APPLICABLE LAW. This Bill of Lading, the contract contained in and/or evidenced hereby, and the rights and ligations of al parties concerned in connection with the camings of the Goods hereunder shall be governed by and contract on the Single Contract, rights and oligitations shall be determined in accordance with English taw. In Bill of Lading, contract, rights and oligitations shall be determined in accordance with English taw. The Single Contract shall be determined in accordance with English taw. The Single Contract shall be determined in accordance with English taw. The Single Contract shall be determined in accordance with long tables and t If the or reason and/or

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SIGNED ORIENT OVERSEAS CONTAINER LINE

(CHINA) CO., LTD

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

BY: