SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)					BOOKING NO.	BILL OF LAD		
ATC MIDDLE EAST FZCO LIMITED					OOLU2728488530			
ADD:RM 023 9/F BLK G KWAI					RATE FOLDER 00066210			
					TIARIE			
SHING IND BLDG (STAGE 2 42-46 TAI LIN PAI RD KWAI OPY NON NEGO CHUNG NT *								
CONSIGNEE (COMPLETE NAME AND ADDR			FORWARDING AGENT-REFERENCES FMC NO.:					
EAST CIRCLE TRADI	4.7							
7984 ZAID BIN ALKI	41							
ADD 3095 ALMALEZ I								
AR RIYAD, AR RIYAI SAUDI ARABIA**		POINT AND COUNTRY OF ORIGIN OF GOODS						
NOTIFY PARTY (COMPLETE NAME AND ADI	onsibility shall be attached to th	notify	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS					
	se))		*ATTN:ECHO CHAN					
SAME AS CONSIGNEE			*ATTN:ECHO TEL:0086150					
				102980940000)3			
			EMAIL : COC	@EASTCIRCLE.				
			CR. NO. : 1010366332 TEL : +966 55 441 4162 IMPORTER NUMBER 3537397					
	BL 4 05							
PRE-CARRIAGE BY		PLACE OF RECEIPT	NA		LIL OILLER NO			
/ESSEL/VOYAGE/FLAG		PORT OF LOADING			LOADING PIER/TERMINAL	-	BE RELEASED AT	
CMA CGM T. ROOSEVELT ORDGUW1MA		SHEKOU, CHINA PLACE OF DELIVERY			SHENZHEN TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD)			
JEDDAH, SAUDI ARABIA			JEDDAH, SAUDI ARABIA			FCL / FCL CY/CY		
ECK "HM" COLUMN IF HAZARDOUS MATEI	,	PARTICULARS	DECLARED BY SH	IPPER B	UT NOT ACKNOWLE	EDGED BY THE CARF	RIER	
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)		DESCRIPTION OF	GOODS		GROSS WEIGHT	MEASUREMENT	
SCU5024391 /OOLH		785 CA	785 CARTONS /FC			/		
AFEED	785 CARTONS	LED HIGH BAY LIGHT HS CODE:940549100000			6430.000кдз 42.270			
)TAL:	785 CARTONS					6430.000KG	s 42.270СВМ	
CEAN FREIGHT PREPAID TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACD CALCULATION OF PACKAGE LIMITATION (IF APPLICAB) ESTINATION CHARGES COLLECT PER LINE TARIFF, AND AWFULLY DEMANDS DELIVERY OF THE CARGO. HIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY S ESTINATION OFFICE ADDRESS: RIENT OVERSEAS CARGO LINE					1 CONTAIN E COLLECTED R	RIER FOR THE ER(S)/PACKAG FROM THE PA	PURPOSE OF E(S) RTY WHO	
TICE 1: For carriage to or from the United States of A declares a higher cargo value below and pay DTICE 2: See Clause 28 on the reverse side hereof: N	America,(i) Clauses 4 and 23 on the vs the Carrier's ad valorem freight ch lotice to Endorsee and/or Holder and	reverse side hereof limit the Car arge; and (ii) if carried on deck a /or Transferee.	NUED ON ATT rier's liability to a maximum of U.S. at Merchant's risk as to perils inhere	\$500 per packa	age or customary freight unit by virtue of	or incorporation of the U.S. Carriage of C the provisions of COGSA.	Soods by Sea Act ("COGSA"),unless the Mercha	
DTICE 3: If Goods carried on deck at Merchant's risk v eclared Cargo Value US\$		If Merchant enters a				nd the ad valorem rate wil		
FREIGHT & CHARGES PAYABLE AT:		SERV		DOC FORM	NO. COMMODITY CODE		Received the Container/Package or otl indicated in the box identified as "Tota Containers/Packages received	
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID		COLLECT		 acknowledged by Carrier" in appare order and condition, unless otherwise in to be transported and delivered as 	
							provided. The receipt, custody, carriage and delive	
							goods are subject to the terms appearin face and back hereof and to the applicable tariff.	
							In witness whereof ${f 3}$ original bills of	
							have been signed, one of which accomplished, the other(s) to be void. DATE CARGO RECEIVED	
							DATE LADEN ON BOARD 0	
							16 NOV 2023	
							16 NOV 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 pamphlet form.							SIGNED ORIENT OVERSEAS CONTAINER LI BY: (CHINA)CO.LTD.SHENZHEN BRANC	
	+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF 0 FOR 1					, as agen		
pamphlet form. ► STRIKE OUT FOR ON BOARD VESSEL BIL ● SEE CLAUSE 1 HEREOF	L OF LADING	L		I			-	
pamphlet form. ► STRIKE OUT FOR ON BOARD VESSEL BIL ● SEE CLAUSE 1 HEREOF ■ SEE CLAUSE 2 HEREOF	L OF LADING	L		I		ORIENT OVERSE	AS CONTAINER	

			PROFORMA - NO	N NEGOTIABLE		PAGE: 2 OF 3
VESSEL: CMA CGM T. ROOSE			GE: 0RDGUW1MA	B/L NO.: OOLU2728488530		
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)		DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
(SAUDI ARABIA) COM 203/204, 2ND FLOOR, IBRAHIM AL JUFFALI JEDDAH, KSA. NULL PHONE: 966122120016 FAX: (966) 12 21200 WEIGHT & MEASUREMEN	AL BADR ST, NEAR 17	TAHLIA ST,	IPPER			
DELIB	ERATELY I	LEFT BLANK AI	ND CONTINUE ON	NEXT PAGE		

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

, as agent for



ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

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

TERMS AND CONDITIONS (Also Available in Pamphlet Form from the Carrier or its Agents)

external apparent good order and condition, unless otherwise indicated, the number of containers, ny freight units identified as "Total Number of Container/Packages received and acknowledged by the subject to all the terms and condisions hereof from Place of Receipt or the Phot of Loading, whichwer is eyo or Port of Dictange, whichwer is applicable. Weights, measurements, marks, numbers, quantity, IVED for shipment in external apparent good order and condition, unless other ges or other customary freight units identified as "Total Number of ConsinientPa of on the face hereof subject to all the terms and conditions hereof from Place of I able, to Place of Delivery or Port of Discharge, whichever is applicable. Weights, its and value if methics here ins to be considered unknown by the Cartier.

Г

Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees to be bound by all stipulations, exceptions, and conditions attached heretor or stated herein, whether written, printed, stamped or observise noncorporation fermin, as kill as all they were all signable gradit Merchan.

IDENTITY AND DEFINITION OF CARRIER. 'Orient Overseas Container Line' and 'OOCL' are trade names for maximum remotined wavarately by: Orient Overseas Container Line Limited ('OOCLL') and OOCL(Europe) Limited ('OEUL')

d the Carrier for transportation of Goods where those Goods are either

L shall be deemed to be the Carrier for Goods not carried in 1 (a) above aidance of doubt, for the purpose of this Clause, transhipment of Goods in either Russia, Poland or Turkey is not to be a 'loading or 'discharging' Goods.

tely adjudged that a second person or enlity, including without limitation, the Vessel, her owner, operator se charterer and/or another member of an alliance and/or consortium and/or joint arrangement of w rember, is also a carrier/bailee then that person or enlity shall have the benefit of all the rights and del slot and space charterer and/or may be a member, is also a carr for in this Bill of Lading or by law.

is hereby given that Carrier is a member of aliances and/or consortia and/or joint arrangements. The members of such including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage whose most crede to the Moretana. In the case of such carriage, however, the terms and confinition of this Bill of Ladings of will and the Moretana that be board by them and Carrier table beemed in all instances to be the Carrier of the Goods, to the terms and confinition of this Bill of Lading.

Lepty, and the Ministeni shall be loaded by Bern and Lamer shall be deemed in all instances to be the Lamer of the Loaded, topics to be turner and condition of the BB of Lading; and Lading: Lamer shall be deemed in all instances to be the Lamer of the Loaded to the Loaded to the Lamer of the Loaded to the Lading of the Lading to the Lamer of the Lading of the Lading to the Lamer of the Lading of the Lading to the Lading of the Lading to the Lading of the La

CARRIER'S TARIFF The terms of the applicable tarifi(s) of the Carrier are incorporated herein. Copies of the relevant one of the applicable tarifi(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of and the applicable tarifi(s) this Bill of Lading shall be rovail excert in the United States of America where the erovisions of the erovisions of the environment.

the Carrier for loss or damage to the Goods occurring from the time oading until the time when the Goods are discharged from the ce with the provisions of Clause 410%

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-delivery caused if such loss or damage, non-delivery or misdelivery arises prior to loadion onto or subsemiant to Count at the default must be made on the second of the default and the second of the default of the default such loss or damage, non-defavery or middelivery arises prior to loading onto or subsequent to it discharge from the withstanding the above, in case and to the extent that any applicable law provides for any additional period of responsibility notwithstanding that the loss or damage did not occur at ea.

Combined Transport age is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the genome Place of device) or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discharge wer is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the shall be as follows: If the stage of carriage where loss or damage occurred is not known

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

An est or omission of the Matchard Insulationing or indexts, considered in darking or marking; Compliance with the instructions of persons emilied to give them; Handing Loading, stowage or unicading of the Goods by the Merchan; Internet vice of the Goods; Strike, lockor, teppage or restraint of labour from whatever cause whether partial or general; A muchair incident; (i) (ii) (iv) (v) (vi) (vii) (vii) (vii) (vii) the Carrier could no avoid and the consequence of which he could not pre

Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentioned in 4(B)(1)(a)(b) to (iiii) shall rest upon the Camier save that when the Camier is able to demonstrate that, in the orientationses here holds or damage caudib a striktofest on or more of the events specified in Clauses 4(B)(1)(a)(b) to (iv) then it specaned that it was as caused and in such circumstances the burden of proof shall be on the Merchant to prove that the amage was not caused wholy or party typo or more of these events.

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

The barrier's maximum faibility heteroder shall in no circumstance a second US22 per till of great wight of the Goods bett or descriptor shall be also also of the Goods had to also be also better the transmission of the Constant of the C

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

nding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is kn ct to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when I loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at Charge the Carriers tability in respect of any such loss or damage occurring shall be determined as follows:-

(a) By the provisions contained in any international convention or national law, which provisions cannot be departed if private contract to the detriment of the Merchant and would have applied if the Merchant hard made a separate and freecide with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and neceived as evidenced any particular document which must be issued in order to make such international Convention or national law application.

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

Subject to Clause 4(B)(2(a) I fors or damage to the Goods is known to have occurred during a period when the Goods the outsduy (a Participating Clariner then the Clariner shall have the benefit of any and all rights, detences, exemptions, and minnuities contrained no ir incorporated by or complication gapicatels to the Participating Carrier's tatf(s) or (s) with the Carrier (in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of not the Carrier's train and for this purpose such henefits, right, defences, exemptions, limitations and immunities shall be 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 a gislation enacted in any country making the Hague or Hague-Vraby Rules computed/up applicable and in the abas the legislation in accordance with the Hague Rules or COSSA in the case of carriage to or from the United Sta

ise 23 where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to Cla aration) 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 compulsorily applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the remaining

es in the Hague, Hague-Visby Rules, or COGSA to carriage by sea shall be deer is or waterborne carriage.

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 to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire firms that the Godds are in the actual catady of the Corrier or its sub-contract at the sea-terminal in the United States of America before cading onto the Vessel or alter discharge therefrom as the case may be.

If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight unit unless value of the Goods has been declared on the face hered with the consent of the Carrier and extra freight has been paid in ch case Clause 23 shall apply and the declared value (if higher) shall be substituted for the limit and any partial loss or damage Ib adjusted provides on the basis of such declared value.

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at www.oocl.com, in Carrier's published US tariffs, and in pamphlet form 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 inhere the lass occurred is more flavourable to the Carrier (with regards to definess and imfamilianci), in which case that

body of lares may exper-MARSAVITES. The Merchant represents, warrants and agrees that: The Goods and tag's Commeng locked by the Merchant are suched and Second In such a manor as in to manor and the second second by the interpretation of the Goods and the Commens of the transported on Arry Goods placed by the Interpretation of Commens are compatible and Salamant of the Interpretation in Commens Arry Goods placed by the Interpretation of Commens are compatible and Salamant of the Interpretation of Commens The Merchant Intervenants that the Commens interpretation of Commenses all in table national or international safety standards and is fit in all respects for carriage by the Carrier.

tepticable national or international safety standards and is fit in all respects by caling by the Carrier.

MERCIANTS RESPONSIBILITY AND INCEMPIRATION
MERCIANTS RESPONSIBILITY AND INCEMPIRATION
MERCIANTS RESPONSIBILITY AND INCEMPIRATION
All of the particular testing of the Carrier of the C

REGULATIONS RELATING TO GOODS The Merchant shall comply with all rules, laws, regulations or requirements of customs, port and other authorities, and ar and pay all duides, taxes, fires, imposts, expenses or losses incurred or suffered by reason thered or by reason of any correct or insufficient description, marking, or adversing of the Socia, and indemnity the Cartier in respective If the Carrier is obliged to handover the Goods or any part thereof into the custody of any customs, port or such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this Bill of Lad

SHIPPER-ACKED CONTAINERS If a Container has not been lifeld, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or to be constrained and Merchann shall indemnify the Carrier against any loss, damage, labitity or expense incurred by the more in which the Container has been filed, packed, stuffed or loaded, or the unsubability of defective containst or Containers; or the unsubability of defective contains or the Container string without any want of due diigence on the part of the Carrier the Container transcolor of lab. Containers; or

the Container reasonably fit for the purpose for which it is required; or the unsubability or defective condition of the Container or the incorrect setting of any temperature controls thereof which say been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filed, stuffed or loaded; or

The disc of potential and the second second

or osses or whateover name suthered and/or incurred in connection with any such claim DMAERDIG GOSO AND CONTRAMANT. The Method was a set of the set of th

The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Contai ontaining any contraband.

naming any contraction. If the requirements of Clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all age or expense of whatbeever nature and howsover arising out of such Goods or Containers being tendered for fior or delivered to or handled or carried by the Carrier.

Table of the devices or a function of the second se

10 OPTIONLS TOWAGE
 10 OPTIONLS
 10 OPTIONL

, as the case may be. II Goods not in containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods inters are stowed on deck, the Carrier shall not be required to specially note, "on deck" carriage on the face of this Bil of any custom to the contrary notwithstanding.

12)

culars. May reference to temperature or the term "apparent good order and condition" when used in the Bill of Lading with toe to Goods which require refrigeration does not mean that the Goods, when received were verified by the Carrier as being booked lengenature and no relations should be placed by the Merchant as to the accuracy of such temperature shown on or this Bill of Lading.

ace of this list of Lasrry. MOTIFICATION MOD DELINETY Except as provided by teriff, any mention herein of notity parties is solely for the Carrier's information, and failure to give calitors that not render the Carrier label nor releve the Merchant of any obligation to the Carrier. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable tard. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable tard. The Merchant shall take delivery of the Goods within the time provided for the Carrier's applicable tard. The Merchant shall take delivers of the Merchant. Thereson, the ballity of the Carrier in respect of the Goods shall as wholly and the costs of such stronger (2) paid or payatile by the Carrier or any sum thereof asheos, afford, in the open or cover at the sole in the Morchant. Thereson, the ballity of the Carrier in respect of the Goods shall as wholly and the costs of such stronger (2) paid or payatile by the Carrier or any sum to sub-contraction of the Carrier's the Morchand Carrier balls and the costs of such stronger (2) paid or payatile by the Carrier or the sole of the Goods and is allowed as and the costs of such stronger (2) paid or payatile by the Carrier or any sum to sub-contraction of the Carrier's applicable in all oricometases. Carrier ball have no labelly whatbecare for the machinety purport to be original Bills of Labing or other raid documetase mithing forger of transducted documetase which reasonably purport to be original Bills of Labing or other did to persons holding forger of transducted documets which reasonably purpor to be original Bills of Labing or other bill documetase mithing the top basession under the Bill of Labing.

odd to petitorial known cyr mit in urver to regress presentations and the second secon

COPY NON NEGOTIABL

uch derwy taw tawa of the decompanies of the Goots, who is an analysis of the Goots of the decompanies of the Goots and tays (including the tawa) of the Goots of the decompanies of the Goots are sent to the decompanies of the Goots are to the decompanies of the decompa

10. LEN. The Carrier shall have a lie on the Goods and any document relating thereto, which shall survive delivery, for all surve sender of due or papable to the Carrier under this and/or any other contract with the Merchard, or on account of the Goods or carrange, storage or honding of the Goods, including but not finded to, general surge contributions, finderit, delivery, desination, determing, opt and/or handling of the Goods, including but not due and/or for the cost of recovering the same due and/or for the cost of recovering the same due and/or soft to the same due and/or for the cost of recovering the same or or. For the purposed levels levels and the Carrier by reason of any data or constrained to which the Marchard is responsible. Carrier may also and y adds or constrained the same due tang with the same should be added to the cost of the function of the same due and/or for the cost of the purpose they whole cost for the cost of soft approach cost of and/or soft and/or soft and/or soft and/or soft and/or soft approach cost of cost of and/or soft approach cost of soft approach cost of soft approach cost of soft approach cost of and/or soft approach cost of approach cost of and/or soft approach cost of approach cost of approach cost of approach cost of and/or soft approach cost of app

Vincense in the clear is not be processor for the site in the site in the clear is the clear is the clear in the clear is the site in the clear is the clear i

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

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 damage due to

provided herein, the Carrier shall in no circumstances be liable for direct o arising from any other cause. If the Carrier should nevertheless be held legally it quential loss or damage, such liability shall in no event exceed the freight paid for the carrier of the should be arrive to the state of the should be arrive to the state of the should be arrived by the should be arrived by the should be arrived by the state of the sta Save as otherwise pro

Alterceptional loss or braning around inter user classe, in the callies is such interventions to the indigety sale to in any tour classes of the consequential loss or damage, such listify shall in on event exceed the field put afor the transport rowned by this Bill of Lading. 3. 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 to the Merchant whether before or after the Goods are received by the Carrier for transportation or shown to the Merchant.

servery to ren Metchant. A MI Commissers bo the joint and several responsibility of all the persons coming within the definition and must be mediviered clean and undamaged to a place or point of interchange nominated by the Carris persorbid in the Carrier applicable tartist and contracts, falling which each of such prisons are jointy and a such deterrion, loss or expense incurred as a result thered including but not limited to demurage, container d the costs of replacement, transportation and replan.

NOPECTIC In the detection in the inspect.
NOPECTIC In the detection in the inspect.
The Carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect.
If thereason appares that the contents on y part thereof carron safely or properly be carried or carried further, or without incurring any additional depense or taking any measures in relation to the Container of the contents on the contents or taking any measures in relation to the Container of the contents on the contents or taking any deditional depense or taking any measures in relation to the Container of the contents on the content on

21) VARITION OF CONTRACT. Mechanisages the this Bill of Lange constitutes the entry agreement between the intermediate the entry of the second sec

are apprecision by this is an of Lang. 20) GENERAL AVERAGE. General Average shall be adjusted at any port or place at the option of the accordance with the York-Areange Pulset, 1998 and any subsequent modification or re-matment hereis and shall to to Crainters and docks loaded on deck or under deck. In the evaluation, sources of a second Arean the commonsment of the vogage resulting from any scales whatsoever statute, contract or observations, the Mexi-contratus and the Carlier in General Average to the payment of any scales. Subscales operations of a General Average that may any according to the payment of any scales and the scales of the scale of the payment of any the mathematic or promotely any advantage payad for a study set the sin in proceed by thereage to the Carlier shall be also not the Cooks of all General Average accordination (index) and the scale of the scale of the scale of the scale the Meximum Status of the scale the Meximum Status of the scale of the

AD VALOREN DECLARATION OF VALUE. The Merchant agrees that higher compensation than that provided for this Bill of Lading may not be claimed unless the nature and value of the Goods have been declared by the Merchant prior to commonement of the carring-and interesting in this Bill of Lading in the target captioned "Declared Large Value" and extra right paid on such declared value if required. In such case, the declared value af all excited Large shall be to calculating the Carrier's lability ((2) my provide that such declared value af all express the Bill of Lading in the soft calculating the Carrier's lability (2) my provide that such declared value af all express that low events, but value in conclusive on the Carrier and turber provided that such declared value af alle entities where the Bill end Lading value the standard. Any pradid label prior that on the basis during during the carrier of the Carrier and the Goods at stimulator. Any pradid label prior that on the basis during during the Carrier of the C

24) LIMITATION OF LABILITY. The Carrier, the Vessel, her owner(s), operator(s), densise, time, si charteres shall be entitled to the same rights of limitation as are or would be available to the owner of the Ves Baseds Limitation convention of 1937. In exclosed institution convention of 1974 or any other applicable conv or law, governing the rights of shopwners to limit their liability in accordance with the tomage or value of the prediction in which any claim is torougd number to Bill of Ladier;

SUB-CONTRACTING AND INDEMNITY The Carrier shall be entitled to sub-contract the whole or any part of the duries undertaken by the Carrier in this Bill in relation to the Goods on any terms whatsoever consistent with any applicable law.

Metchant undertakes that no claim or allegation shall be made against any person performing or undertaking such including all envirosis, agents and sub-contractors of the Carrier, other than the Carrier, which imposes or attempts attained or the Godds from port of loading are topol of discharge whicher or not arriting or disclosed and ranso and, far any such claim or allegation should nevertheless be made, the Merchart will indemrify the Carrier against equivances thereof.

(c) Whited perpladice to the Merchant's indemnly obligations herein, the Vessel and every subcontractor of the of any nature whatsoever (including but not limited to the Participating Carrier, the Vessel, the owner, charteer, Matter, different and ever of the Vessel, and employees, aperts, respectivations, and all streedvers, limited watchmen, cargenters, lisher, ship desarres, surveyors and other independent contractors) shall have the benefit of e-dedirecu, limited on allowy of whatsoever matter herein contrained or denive availables the Carrier as its work, were expressly for its benefit, and in entering in this contract, the Carrier, dees son conjoin its own behalf all dual advances insets by the Carrier to perform the Carrier's own diagators under the Bit of Lading, or the diagator subcontractors that by the Carrier to perform the Carrier's own diagators under the Bit of Lading, or the diagator periodic field and the desarres of the Carrier is a low of the data and the deemed to be parties to the evidence of the Carrier Bit of Lading.

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

(c) The Menhant further understates that no claim or allogation in respect of the Goods shall be made against the Carrier by any person other than in accordance with the terms and conditions of the Bill of Lading which imposes or alterpts to proper upon the Carrier any lability whiteover in convertion with the Goods whether nor carriaring out of registres on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereas.

Consequences interest. NOTICE OF LOSS: TME BAR 1. Unless notice of bass or damage to the Goods and the general nature of it be given in writing to the Cantier at the TBood of Delivery before or at the time of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the bass or damage be not apparent, within seven consecutive days thereather, such removal data be prima bace velocities of the distribution of the Cantier of the Goods described in the Bill of Lading, under this Bill of Lading, under this Bill of Lading, under the Bill of Lading unless auti is brought and written notice theored given to the Cantier which the Goods have been received for transportation. Goods the pendo shall begin to in the months after the Goods have been received for transportation. If the Mill the Goods and an all ladily withstream in respect of the Goods, unless suit is brought within one year of their delivery or of the date when they should have been delivered.

year of the delivery of the data when they should have been delivered.
30. BOTH TO BAME SCALISON. The IN the Vascal comes into collision with another vessel as a tesuh of the negligence of the other vessel and any set, reglect or definit al. The Vascal comes into collision with another vessel and any set, reglect or definit al. The vascal comes is given to Carlier in other comparements of the control in the nanagement of the vasces. Here have an uniform the data way and the Carlier in the data way and the covers and in possession of the carrying Vessel, to any to the Carlier is not the Carlier in the the Carlier in other data way and the data way and the covers and in a quantitative to the data with the overs and other demine chartered of the carrying Vessel, and unit data way can uniform the data way and the data way and unit way and the data way and you and way and the data way and seed. The could be data way and the data way and seed in the could be data way and the data way and

NOTICE TO ENDORSEE AND/OR HOLDER AND/OR TRANSFEREE. By taking up this Bill of Lading, whet next and/or becoming a holder and/or by transfer hereol and/or by presenting this Bill of Lading to obtain delin is breein and/or otherwise, the endorseeholder/handrafere and the Canire agree that the holder/indusee/harm hocome a partly to acontract of canings with the carrier on the basis herein.

20) EXCEPTONG CLADE: Carrier table core hashe for any loss, damage, delay or failure in potentiars or contrast of any time including balance hashes (or a raiter discharge) from the Vised or damage any conget, and/or famous including balance hashes) or or after discharge from the haspeniag and/or threat and/or after effects of one or more of the following acts of Goxt, and war, for agrandment preticitor, emission, there we primes, assuing there exists on the set of the set of exect or possible or the set of th

ONE of Biopage or testerate two means the intervent of the Goods heready, and the rights obligation of all partice LOW. The Bi of Lading, the contract contained in and/or evidenced heready, and the rights obligation of all partice concerned in connection with the carriage of the Goods heready relative that be operated by and contract in accontaine with English Iwa and any and all clasms, usits, proceedings or dispatch ensover atraining in connection such Bi of Lading, contract, right and obligations shall be determined in accontance with English Iwa. The carriage of Goods hereader is longing that be, its more involved a part on the United States or If COGSA shall for reason whateverse taply comparison to the carriage of the Goods hereadore thesis Bi of Lading, the contract of the hereadore the contract right and beging the share and the Bi of Lading. Lading, the contract and the hereadore the share and a contract with builted States the aread of calls, proceeding dispatch horizont atriage of the Lading, contract, rights and obligations shall be determine accontance with United States lines.

BALDINGE With CHILD CARAF, PROTECTION. The parties agree to fully comply with General Data Protection Regulation 2016/079 (CGDRF) and any applicable data protection lows and be bound by the terms available at https://www.orkinetikaarbita

, as agent for

SIGNED ORIENT OVERSEAS CONTAINER LINE (CHINA)CO.LTD.SHENZHEN BRANCH

ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

BY:

-