

## PACIFIC INTERNATIONAL LINES (PRIVATE) LIMITED

(Incorporated in Singapore)

CO. REG. NO 196700080N

### PORT-TO-PORT OR COMBINED TRANSPORT BILL OF LADING

Bill of Lading No. NGNJ40227600 ATC MIDDLE EAST FZCO LIMITED ADD:RM 023 9/F BLK G KWAI SHING IND Booking No. NGNJ40227600 BLDG (STAGE 2) 42-46 TAI LIN PAI RD KWAI CHUNG NT\* **Export Reference** Consignee: Pre-Carriage by: Place of Receipt: AHMED ABID AL-SHEIKH TRADING CO. NINGBO KILO-08, OLD MAKKAH ROAD JEDDAH-SAUDI ARABIA TURKY AHMAD ABED Port of Loading: Vessel/Voyage Number: ALSHEIKH\*\* NINGBO KOTA CANTIK 0086W Port of Discharge: Place of Delivery: **Notify Party:** SAME AS CONSIGNEE JEDDAH, SAUDI ARABIA JEDDAH, SAUDI ARABIA Number of original B/Ls Merchant Declared Value (see clause 7(6) & 31(3)): Zero (0)

Container Nos./Seal Nos Marks & Nos.	Quantity/Number of Packages	Description of Goods	Gross Weight	Measurement
			11350	KGS 67.640 CBM
RAFEED	876 CARTONS	1X40HC CONTAINER SAID TO CONTAHOUSING FOR LED PRODUCT HS CODE: 940511000000 IMPORTER NO.3140436 VAT NO.311271998100003 *ATTN:ECHO-CHAN TEL: 008615018796671 **TEL: 00966 1262 04787 MOB. 00966505600512 MOB. 00966126205171 FAX: 00966126200258 EMAIL: AAALSHEIKHEST@GMAIL.COM ZIP CODE 22349 DISTRICT CODE 00966 CR.NO. 4030028786 / 7013479022	AIN:	
Cntr No PCIU8667582 (CY/CY)	<b>Seal No.</b> CQ0589183	<b>Sz/Ty Qty</b> 40HC 876	Pkg Type Weig CARTONS 113	
	*	* TO BE CONTINUED ON ATTACH	ED LIST **	

FREIGHT & CHARGES

FREIGHT PREPAID

Received by the Carrier from the Shipper in apparent good order and condition (unless otherwise stated herein) the total number or quantity of Containers or other packages or units identified as "Total number of containers or packages received by the Carrier" on the face hereof for Carriage subject to all the terms and conditions hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF, COPY OF WHICH MAY BE FOUND AT HTTPS://WWW.PILSHIP.COM, ADD THE TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF) from Place of Receipt or the Port of Loading, whichever is applicable, to Place of Delivery or Port of Discharge, whichever is applicable. In accepting this Bill of Lading, the Merchant (as defined at clause 1) expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of this Bill of Lading by the Merchant.

PLACE & DATE OF ISSUE:

Signed for the Carrier.

DATE

IN WITNESS WHEREOF the number of original Bills of Lading stated above all of this tenor and date has been signed, one of which being accomplished the others to stand void.

Total number of containers or packages received by the Carrier :

PACIFIC INTERNATIONAL LINES (PRIVATE) LIMITED

Agent's Address at Destination :

1X40HC CONTAINER(S) ONLY



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**Export Reference:** 

SHIPPER'S LOAD STOW COUNT & SEAL "The Carrier is eligible under this Bill of Lading terms, as agreed, to collect any charges such as, but not limited to, LOLO, containers & reefer charges and or any other charges or fees where deem necessary."



DEFINITIONS
 In this Bill of Lading, the letims:
 Bill of Lading the letims:
 Bill of Lading the present document whether called Bill of Lading papertess Bill of Lading.
 Solid Lading the present public care to the present of the Goods owned by the Bill of Lading.
 Carefred means the party on whose behalf this Bill of Lading has been signed and or issued.
 Carefred means the party on whose behalf this Bill of Lading has been signed and or issued continued trainsport cannot be Place of Delivery are indicated oxided in the relevant spaces. Combined Trainsport consists of Ports-Port careings and billiadd oxided in the relevant spaces. Combined Trainsport consists of Ports-Port careings and billiadd.

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performance of the Carriage or airy part thereof and any of their sub-confractors, agents and configuration.

The Carriage of Carriar enthich include but is not finited to the following charges; storage charges, detention, demurage, terminal handling charges, seal fees, bill of charges; storage charges, detention, demurage, terminal handling charges, seal fees, bill of landing fees for any issuance, amendment, re-essuance, later release fees, refer love charges, size psyment fees, booking cancellator/postponement fees, delivery order fees, container to contain the container of cargos veeling. See 6, so the container of the container of US COCS/SM means the United States Carriage of Cocols by See AC 44 U.S.C. App. § 1500 of "Wetfield Cross Marie" means the container of seal of the container's terminal entire of "Wetfield Cross Marie" means the container of marie of the container's terminal entire of "Wetfield Cross Marie" means the container of any of the container's terminal entire of all packages and cargo feers including but not intend to paleta, charges, other package and packages and cargo feers including but not intend to paleta, charges, other package all packages and cargo feers including but not intend to paleta, charges, other package all packages and cargo feers including the not intend to paleta. Amongs, other package specified in SOLAS Chapter Vi Regulation can of writing to one of the method of veeging specified in SOLAS Chapter Vi Regulation can of writing the Carriage under this Bill of Lading, which may be a later of the container of the specified of the contractors of the carriage under this Bill of Lading, which may be a later of the contractors of the carriage of the carriage under this Bill of Lading, which may be a later of the carriage of the carriage under this Bill of Lading, which may be a later of the carriage of the carriag

may be a feeder vessel or a 2. CARRIER'S TARIFF

Viseal means any waterborns craff or barge used in the Carriage under the Bill of Lading, which way be a Blood wassed or an occan vessel or an occan ne said interpretation.

SUB-CONTRACTING

The Carrier shall be e

the Carrier shall not in any way be held lable where it acts in accordance with and in reliance on the said risepression.

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1) In the Carmer shall be under no liability whatsoever for loss and/or damage to the Cooks, however consoner arising if such loss and/or damage is usuand or raise part for the Carlier being unably of the Gooks at the Place of Receipt or Plant of Loading, or after the Carrier delivers being coal subty of the Gooks at the Place of Receipt or Place of Delivery, whitehever is applicable. If the Place of Cooks whether the specialist is the Place of Cooks and the Place of Receipt in order to the Carlier damage of the Cooks however caused, if such loss and/or damage to the Cooks, however caused, if such loss and/or damage to the Cooks, however caused, if such loss and/or damage arises (b) if the Place of Delivery in nor framed on the face hereof, the Carrier shall be under no liability withsoever for loss of camage to the Cooks, however caused, if such loss or damage arises (c). Where the loss and/or damage coursed during the Ports-Port section of the Carriage, the liability of the Internative Landson (and the Internative Landson).

amer shall be determined in accordance with Clause 5. re the loss and/or damage occurred during the Inland Transport, the liability of the Carrier

(3) Where he loss and/or disriage occurred during the Interd Transport, he liability of the Carrier had he determined.

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(c) in case and to the extent that the governing law or a contractual arrangement, or cussus in separation, or any count or tribunal discions ensured that Carlos period of responsible is provided in the Bild clasting, whether in contract, but, but ment or commented to all or any part of the period in the Bild clasting, whether in contract, but, but may be contracted as a proper of the period or the period country and the contract of the period by the period country and the peri

exemption or limitation or lim

The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular requirement of any licence, permission sale contract, or credit of the Merchant or any market or use and the Carrier shall in no

Other Exclusion ovoided herein, the Carrier shall under no circumstances be liable for any loss or as otherwise provided herein, the Carrier shall under no circumstances be liable for any loss or forth, loss of sales or business, loss of agreements or contracts, loss of anticipated savings, so or damage to goodwill (in each case whether direct or indirect) or any indirect or sequential loss.

losis or damage to goodwill right each curse written where under the consequential loss. Good in particular consequential loss of the control particular consequential loss. Good control particular consequential loss of the control particular comprehension in respect of loss of or damage to the Goods, such naturation of particular consequential control particular control p

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thereof is given to the contrie within nive morths after delivery of the Goods or if the Coods are not that be found to be contrary to any time computation, applicable, the period described by such law shall then apoly but in that cranmalismose only.

(i) The rights, defences, libertees and limits of liability of whatsoever nature provided for in this But for the period described by such law shall then apoly but in that cranmalismose only.

(ii) The rights, defences, libertees and limits of liability of whatsoever nature provided for in this But for the period described by such law shall then apply but in the cranmalismose only.

(ii) The rights, defences, libertees and limits of liability of whatsoever nature provided for in this But for non-convert caused and whether the action be founded in content, in lord for labilismes, and even if the loss and/or damage arose as a result of unassworthiness, any sea conditions, negligence or the loss and/or damage arose as a result of unassworthiness, any sea conditions, negligence or the loss and/or damage arose as a result of unassworthiness, any sea conditions, negligence or the loss and/or damage arose as a result of unassworthiness, any sea conditions, negligence or the loss and/or damage arose as a result of unassworthiness, any sea conditions, negligence or the loss of the liability of the liabilit

Carrier shall not be lable for any increase of Goods. If a claim for shorings in made against the Carrier, the Membrand agrees to indemnify the Carrier against all and any costs finchfully, but carrier against the Carrier against the Carrier against all and any costs for indicating, but increase in connection with any such claim.

In INSPECTION OF GOODS

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transport.

Gourgack, and remove the Coods which have been packed into a Container and forward them in (d) proceed by any rote in the discretion (whether or not the nearest or most direct or customary or swinstities) of any any speed, and proceed or ot style and any lose or port whitsoever, once or swinstities of the any speed, and proceed or ot style any spince or port whitsoever, or consideration of the start of the spince or port whitsoever, or consideration and any spince or port whitsoever, or consideration and unload the Goods at any spince or port whitsoever, or consideration as the Port of Leadings or Port of the Chardings of India the ReGoods at any sub-place or or spince and the ReGoods and any sub-place or spince and the ReGoods and the

(d) proceed by any rocks in its discretion (whether or not the nearest or most direct or customary or note offers and in any order.

(e) boat and unload the Goods at any place or port (whether or not any such port is named order to the process of the process of

order number are shown on this Bill of Lading, such particulars are included solely at the request of the Merchant for its convenience. The Merchant agrees that the Carrier does not in any way regarded as a exterior of the second sec

(s) Without projuscite to any virting right and detenous attributed by the Bild of Loring and naddition boary right the Lorine implif hevel, in case of any beach of Claims 15(4) stating from any of the Olavy right the Lorine implif hevel, in case of any beach of Claims 15(4) stating from any of the Olavy right of the Cooks of th

(i) any misdeclaration of desegrations and hazardous Goods: or

(iii) why misdeclaration of the weight of the Goods which exceeds the maximum payload of the Contrainer used for the Cartings, the Cartiner shall be entitled to charge the Merchant at any time at Contrainer used for the Cartiner, the Cartiner shall be entitled to charge the Merchant at any time at Contrainer used for the Cartiner, the Cartiner shall be entitled to charge the Merchant at any time at Contrainer to the Cartiner of the Cartiner o

Freight (not. charges etc) lems in the Bill of Lading and any Camer invoices, the latter shall of Jis Freight has been calculated on the basis of particulars furnished by or to behalf of the Merchant in If the particulars furnished by or on behalf of the Merchant are increase, the Merchant shall be received by the Merchant in accordance which play the core of Freight and any additional charges pupils by the Merchant in accordance (4). The Merchant shall be responsible for the full payment to the Carrier, its agent, (4). The Merchant shall be responsible for the full payment to the Carrier, its agent, (4). The Merchant shall be responsible for the full payment to the Carrier, its agent, (4). The Merchant shall be responsible for the full payment to the Carrier, its agent, (4). The Merchant revocably agrees to wave any right of sectlo between the Freight and any amount due under a controlated or fortious claim, which he has or may have against the Carrier and/or its Subcontrolates, agents, officers, employees or assignees, whether or not the claim is related to subsequently.

Subcontractors, apents, officers, employees or assignees, whether or not the claims is related to the Carriage under the Bill Of Lading and without prejudo to 1s in right to 1s is such claims to the Carriage under the Bill Of Lading and without prejudo to 1s in right to 1s is such claims (5) Any Person engaged by the Merchant to perform forwarding services in respect of the Scotia and be considered to be the exclusive agent of the Merchant of appropries and any payment of Freight to such Person shall not be considered payment to the Carrier in any event if value of Merchant in the poyment of Freight upon the due date, then, without projudice to any other Merchant in the poyment of Freight upon the Garrier in the Carrier in any event of the Scotia of the Merchant in the poyment of Freight upon the due date, then, without projudice to any other in the Merchant in the power of the Merchant of the Point of the Merchant of the Point of the Merchant of the Point of the Merchant of

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the Carrier against all and any extra costs incurred for any reason in connection with the Carriage of such the serimals, brist, replies, their prioris including without intritation the cost of vesterings of the control of the cost of the costs of the regard to such the arminals brist, replies, fish or plants.

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