

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) ATC MIDDLE EAST FZCO LIMITED ADD: UNIT 18, 8/F, PETER LEUNG INDUSTRIAL BUILDING 103 WAI YIP STREET KWUN TONG KL *		BOOKING NO. OOLU2315531540	BILL OF LADING NO.
		EXPORT REFERENCES	

CONSIGNEE (COMPLETE NAME AND ADDRESS) AHMED ABID AL-SHEIKH TRADING CO. KILO-08, OLD MAKKAH ROAD JEDDAH- SAUDI ARABIA CONTACT: TURKY AHMAD ABED **		FORWARDING AGENT-REFERENCES FMC NO.:
		POINT AND COUNTRY OF ORIGIN OF GOODS

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)) AHMED ABID AL-SHEIKH TRADING CO. KILO-08, OLD MAKKAH ROAD JEDDAH- SAUDI ARABIA CONTACT: TURKY AHMAD ABED **		ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS
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PRE-CARRIAGE BY	PLACE OF RECEIPT XIAMEN		
VESSEL/VOYAGE/FLAG CSPC TAURUS 3	LIBERIA PORT OF LOADING XIAMEN	LOADING PIER/TERMINAL	ORIGINALS TO BE RELEASED AT XIAMEN
PORT OF DISCHARGE JEDDAH, SAUDI ARABIA	PLACE OF DELIVERY JEDDAH, SAUDI ARABIA	TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD) FCL / FCL CY / CY	

(CHECK "H" COLUMN IF HAZARDOUS MATERIAL) <b>PARTICULARS DECLARED BY SHIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER</b>					
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	H M	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
CSNU7099066 /OOLKQ TXGU4256339 /OOLKQ	T7903 / T7853 /		925 CARTONS /FCL/FCL /40HQ 1381 CARTONS /FCL/FCL /40HQ	8308.700KGS /8309.580KGS	
RAFEED	2306 CARTONS		LED PANEL LIGHT / 940511000000 SPIKE LIGHT/ 940511000000 WALL LIGHT/ 940511000000 PANEL DOWNLIGHT / 940511000000 LED BULB 853941000000 BULKHEAD LIGHT 940511000000 LED TRI PROOF LIGHT 940511000000	16618.280KGS	142.230CBM

OCEAN FREIGHT PREPAID TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE) : 2 CONTAINER(S)/PACKAGE(S) DESTINATION CHARGES COLLECT PER LINE TARIFF AND TO BE COLLECTED FROM THE PARTY WHO ** TO BE CONTINUED ON ATTACHED LIST **					
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**NOTICE 1:** For carriage to or from the United States of America, (i) Clauses 4 and 23 on the reverse side hereof limit the Carrier's liability to a maximum of U.S.\$500 per package or customary freight unit by virtue or incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"), unless the Merchant declares a higher cargo value below and pays the Carrier's ad valorem freight charge; and (ii) if carried on deck at Merchant's risk as to perils inherent in such carriage but in all other respects subject to the provisions of COGSA.

**NOTICE 2:** See Clause 28 on the reverse side hereof; Notice to Endorsee and/or Holder and/or Transferee.

**NOTICE 3:** If Goods carried on deck at Merchant's risk without responsibility for loss or damage howsoever caused.

<b>Declared Cargo Value US\$</b> <input checked="" type="checkbox"/> If Merchant enters a value, Carrier's limitation of liability shall not apply and the ad valorem rate will be charged. FREIGHT & CHARGES PAYABLE AT: SERVICE CONTRACT NO. DOC FORM NO. COMMODITY CODE 0						Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as herein provided.
CODE	TARIFF ITEM	FREIGHTED AS	RATE	PREPAID	COLLECT	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 o 18 DEC 2025
						DATED 18 DEC 2025

The printed terms and conditions appearing on this Bill of Lading are available at [www.oocl.com](http://www.oocl.com), in OOCL's published US tariffs, and in pamphlet form.

+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING

♦ SEE CLAUSE 1 HEREOF

o SEE CLAUSE 2 HEREOF

QF001

HQD 01/01

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

ORIENT OVERSEAS CONTAINER  
LINE, AS CARRIER♦

, as agent for

VESSEL: CSPC TAURUS

VOYAGE: 3

B/L NO.: OOLU2315531540

CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	H M	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
LAWFULLY DEMANDS DELIVERY OF THE CARGO. SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER DESTINATION OFFICE ADDRESS: ORIENT OVERSEAS CARGO LINE (SAUDI ARABIA) COMPANY 203/204, 2ND FLOOR, AL BADR TOWER, IBRAHIM AL JUFFALI ST, NEAR TAHLIA ST, JEDDAH, KSA. NULL PHONE: 966122120016 *ATTN: ECHO CHAN TEL: 008615018796671 **ALSHEIKH TEL: 00966 1262 04787 MOB. 00966505600512 MOB. 00966126205171 FAX: 00966126200258 EMAIL: AAALSHEIKHEST@GMAIL.COM IMPORTER NO. 3140436 VAT NO. 311271998100003 ZIP CODE 22349 DISTRICT CODE 00966 CR.NO. 4030028786 / 7013479022					

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

, as agent for

ORIENT OVERSEAS CONTAINER  
LINE, AS CARRIER◆

VESSEL: CSPC TAURUS

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

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at [www.oocl.com](http://www.oocl.com), in Carrier's published US tariffs, and in pamphlet form.

RECEIVED for shipment in external apparent good order and condition, unless otherwise indicated, the number of containers, packages or other customary freight units identified as "Total Number of Container/Packages received and acknowledged by the Carrier" on the face hereof subject to all the terms and conditions hereof from Place of Receipt or the Port of Loading, whichever is applicable, to Place of Delivery or Port of Discharge, whichever is applicable. Weights, measurements, marks, numbers, quantity, contents and value if mentioned herein are to be considered unknown by the Carrier.

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 hereto or stated herein, whether written, printed, stamped or otherwise incorporated herein, as fully as if they were all signed by such party.

1) **IDENTITY AND DEFINITION OF CARRIER.** "Orient Overseas Container Line" and "OOCL" are trade names for transportation provided separately by: Orient Overseas Container Line Limited ("OOCL") and OOCL(Europe) Limited ("OEL") respectively as follows:

(a) OEL shall be deemed the Carrier for transportation of Goods where those Goods are either loaded or discharged in any of Russia, Poland and Turkey.

(b) OOCL shall be deemed to be the Carrier for Goods not carried in 1 (a) above.

For the avoidance of doubt, for the purpose of this Clause, carriage of Goods in either Russia, Poland or Turkey is not to be regarded as "loading" or "discharging" Goods.

If it is ultimately adjudged that a second person or entity, including without limitation, the Vessel, her owner, operator, demise, time, slot and space charterer and/or another member of an alliance and/or consortium and/or joint arrangement of which the Carrier may be a member, is also a carrier/bearer than that person or entity shall have the benefit of all the rights and defenses provided in this Bill of Lading or by law.

Notice is hereby given that Carrier is a member of alliances and/or consortia and/or joint arrangements. The members of such groups, including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage of cargo, without notice to the Merchant. In the case of such carriage, however, the terms and conditions of this Bill of Lading shall apply, and the Merchant shall be bound by them and Carrier shall be deemed in all instances to be the Carrier of the Goods, subject to the terms and conditions of this Bill of Lading.

2) **DEFINITIONS** Without limitation of any definition in any applicable law herein mentioned: "VESSEL" shall include the vessel, ship, barge, vessel or vessel of any kind, whether afloat or not, and shall include any vessel used in the performance of the services of carriage of Goods, whether afloat or not, and any vessel, whether afloat or not, which is owned or controlled and used by the Carrier or Participating Carrier in the performance of this contract; "MERCHANT" includes the Shipper, consignee, endorsee, trustee, Holder of this document, consignee, receiver of the Goods, any person or entity owning or entitled to the possession of the Goods or the Lading and anyone acting on behalf of any such person; "GOODS" means the cargo transported from the Shipper and intended by any Consignee or supplied by or on behalf of the Carrier; "HOLDING" means the carriage of the Goods or the Lading when the Goods or the Lading have been placed on board the Vessel or by reason of the consignment of the Goods or the endorsement of this Bill of Lading or otherwise; "PARTICIPATING CARRIER" includes any company, corporation, association, firm, partnership, trust, flat, platoons, cradle, sled or any similar arrangement of which the Carrier is a member; "LADDER" means the ladder or steps leading down from the deck of the Vessel; "PORT OF LOADING" means the port where the Goods are received for marine transport by the Carrier or Participating Carrier or their respective agents; "PORT OF DISCHARGE" shall mean the place where the Goods are delivered from the Vessel or by the Carrier or Participating Carrier or their respective agents; "PORT OF TRANSFER" means the place where the Goods are received for marine transport by the Carrier or Participating Carrier or their respective agents; "PLACE OF DELIVERY" shall be the place where the Goods are delivered by the Carrier or the Participating Carrier to the Merchant; "COGS" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1966 and any subsequent amendments or regulations thereto; "THE HAGUE RULES" refers to the Convention for the Unification of Certain Rules of Law relating to Bills of Lading, signed at The Hague, April 1, 1924; "HAGUE-VISBY RULES" refers to the Hague Rules as Amended by the Protocol done at Brussels on February 23, 1966. References to the internal law of a State shall be deemed to exclude all principles of private international law applied by such State; "STATE" shall mean any nation, country, commonwealth, state, territory, or dependency of which the Carrier is a citizen or subject; "CARRIER" shall mean the person who has contracted with the Carrier to transport the Goods or the Lading or any mode of transport used by or on behalf of the Carrier or Participating Carrier or their respective agents; "SHIPPER" shall mean the person who has placed the Goods or the Lading on board the Vessel or any other mode of transport used by or on behalf of the Carrier or Participating Carrier or their respective agents; "SHIP" shall mean the vessel on which the Goods are received for marine transport by the Carrier, Participating Carrier or their respective agents; "PLACE OF RECEIPT" shall mean the place where the Goods are received for marine transport by the Carrier or Participating Carrier or their respective agents; "PORT TO PORT TRANSPORT" means the carriage of the Goods from the Port of Receipt or the place of delivery to the Port of Discharge or vice versa; "PORT TO PORT" arises if only the Port of Loading and/or Port of Discharge are indicated on the face of this Bill of Lading in the relevant boxes; "PORT TO PORT TRANSPORT" arises if the Port of Loading and/or Port of Discharge are indicated on the face of this Bill of Lading in the relevant boxes.

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

4) **CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT**

(A) **Port to Port Transport.**

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

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-delivery or misdelivery howeversoever caused if such loss or damage is due to circumstances arising prior to the commencement of carriage by the Carrier. Notwithstanding the above, in case of and to the extent that any carrier or vessel law permits for any additional period of responsibility the Carrier shall have the benefit of every right, defense, limitation and liberty of the Hague Rules during such additional compulsory period notwithstanding that the loss or damage did not occur at sea.

(B) **Combined Transport.**

If carriage is Combined Transport, the Carrier undertakes to perform and/or in its own name to procure performance of the carriage from the Place of Receipt or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Discharge whichever is applicable and, as save as otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the Goods shall be as follows:

1. If the stage of carriage where loss or damage occurred is not known
  - (a) Exemption: The Carrier shall not be liable for loss or damage to the Goods if the Carrier is not known then the Carrier shall be liable for loss and damage to the Goods save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or damage was caused by:
    - (i) An act or omission of the Merchant;
    - (ii) Insufficiency or defective condition of packing or marking;
    - (iii) Compliance with the instructions of persons entitled to give them;
    - (iv) Handling, loading, stowage or unloading of the Goods by the Merchant;
    - (v) Inherent vice of the Goods;
    - (vi) Strike, lockout, stoppage or restraint of labour from whatever cause whether partial or general;
    - (vii) Any cause or event which the Carrier could not avoid and the consequence of which could not be prevented by the exercise of reasonable diligence;
  - (b) Burden of Proof: The burden of proving that any loss or damage was caused by one or more of the events mentioned in Clauses 4(B)(1)(a)(i) to (vii) shall rest upon the Carrier save that when the Carrier is able to demonstrate that, in the circumstances of the case, the loss or damage could be attributed to one or more of the events specified in Clauses 4(B)(1)(a)(i) to (vii) then it shall be presumed that it was so caused and in such circumstances the burden of proof shall be on the Merchant to prove that the loss or damage was not caused wholly or partly by one or more of these events;
2. If the stage of carriage during which loss or damage occurred is known
  - (a) Notwithstanding anything provided in Clause 4(B)(1)(a)(i) if the stage of carriage where loss or damage to the Goods is known then subject to the clause of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge the Carrier's liability in respect of any such loss or damage shall be determined as follows:
    - (i) By the provisions contained in any international convention or national law, which provisions cannot be departed from by private contract to the detriment of the Merchant, and would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and received as evidence thereof any particular document which must be issued in order to make such international Convention or national law applicable; or
      - (b) If no international convention or national law is applicable then the liability of the Carrier shall be determined pursuant to the provisions of Clause 4(B)(1)(a);
    - (ii) Subject to Clause 4(B)(2)(a) if or damage to the Goods is known to have occurred during a period when the Goods were in the custody of a Participating Carrier then the Carrier shall have the benefit of any and all rights, defences, exemptions, limitations and immunities which are in accordance with or compulsorily applicable to the Participating Carrier's tariff(s) or contract of carriage with the Carrier. In addition to the rights, defences, exemptions, limitations and immunities contained in the Bill of Lading and the Carrier's tariff(s) and for this purpose such benefit, rights, defences, exemptions, limitations and immunities shall be deemed to be incorporated herein, and copies are obtainable from the Carrier upon request.

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

In circumstances where the Hague Rules are not compulsorily applicable save but contractually applicable then subject to Clause 23 (ad valorem declaration) the Carrier's responsibility shall not in 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, COGS or any other compulsorily applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the remaining provisions hereof.

References in the Hague, Hague-Visby Rules, or COGS to carriage by sea shall be deemed to include references to inland waters or waterborne carriage.

(D) **USA Clause Paramount (if applicable)**

1. If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGS, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

2. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the United States of America away from the sea-terminal and are not in the actual custody of the Carrier. At these times the Carrier acts as agent only for and on behalf of the Merchant and agrees to procure transportation of the Goods in accordance with the usual terms, conditions and tariff(s) of Participating Carriers. If for any reason the Carrier is denied the right to act as agent only at these times, its liability for loss and damage to the Goods or non-delivery or misdelivery thereof shall be determined in accordance with Clause 4(B).

3. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

4. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

5. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

6. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

7. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

8. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

9. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

10. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

11. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

12. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

13. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

14. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

15. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

16. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

17. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

18. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

19. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

20. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

21. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

22. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

23. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

24. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

25. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

26. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

27. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

28. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

29. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

30. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

31. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

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34. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

35. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

36. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

37. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howeversoever caused while the Goods are in the actual custody of the Carrier or its sub-contractor at the sea-terminal in the United States of America before loading onto the Vessel or after discharge thereof as the case may be.

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