Shipper

RAYLINK TECHNOLOGY COMPANY LIMITED STEEL STRUCTURE FACTORY NO. 35. NO. 36. NO. 37. LOT CN8. AN DUONG



B/L No. CULVHPH2502890

Consignee

SDG OPTICAL NETWORK TECHNOLOGIES (DONGGUAN) CO,LTD ROOM 401, BUILDING 2, NO, 51, JINFU 2ND ROAD, LIAOBU, LIAOBU TOWN, DONGGUAN CITY, GUANGDONG PROVINCE **TOLIUZILONG**

Notify party(carrier not to be responsible for failure to notify)

SDG OPTICAL NETWORK TECHNOLOGIES (DONGGUAN) CO,LTD ROOM 401, BUILDING 2, NO, 51, JINFU 2ND ROAD, LIAOBU, LIAOBU TOWN, DONGGUAN CITY, GUANGDONG PROVINCE **TOLIUZILONG**

CU LINES PTE, LTD.

BILL OF LADING

RECEIVED by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the goods, or the container(s) or package(s) said to contain the cargo herein mentioned to be carried subject to all the terms and conditions provided for on the face and back of this Bill of Lading by the vessel named herein or any substitute at the Carrier's soption and/or other means of transport, from the place of receipt or the port of loading to the port of discharge or the place of delivery shown herein and there to be delivered unto order or assigns.

If required by the Carrier, the Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order.

In accepting this Bill of Lading, the Merchant (as defined by Article on the back hereof) agrees to the bound by said

Integrine by the carlier, the Bit of Lading duly endoted mixts be sometimeted in extrange for the Goods of delivery order.

In accepting this Bitl of Lading, the Merchant (as defined by Article on the back hereof) agrees to the bound by all the stipulations, exceptions, terms and conditions on the face and back hereof, whether written, typed, stamped or printed, as fully as it signed by the Merchant, any local custom of privilege to the contrary notwithstanding and agrees that all algreements of freight engagements for and in connection with the carriage of the Goods are superseded by this Bitl of Lading.

In witness whereof, the undersigned, on behalf of CU LINES PTE. LTD. the Master and the owner of the Vessel, has signed the number of Bitl(s) of Lading stated above, all of this tenor and date, one of which being accomplished, the others to stand void.

"On Board" means the goods are loaded on board the ocean vessel named in this Bitl of Lading, or loaded on board rail cars, trucks, lomes, feeder ships, barges, or other means of transportation and are in the custody of an inland or ocean Carrier for Through Transportation in accordance with the terms of this Bitl of Lading.

SHIPPING AGENT REFERENCES (COMPLETE NAME AND ADDRESS)

CULINES ISA DONGGUAN BRANCH ROOM410,THE SECOND PHASE TERMINAL,GANGQIAN ROAD OF HUMEN PORT, DONGGUAN CITY 86-0769-81563016/DGG@CULINES.COM

Ocean vessel / Voy No.

PRIDE PACIFIC 2526E

Pre-carriage by

Port of loading

HAIPHONG, VIETNAM

Port of receipt

HAIPHONG, VIETNAM

Port of discharge SHEKOU, CHINA

Container No.

Place of delivery SHEKOU, CHINA

Final destination (for the Merchant reference)

GCXU6130961 40HC U800287 23PACKAGES 4767.000KGS 46.030CBM CY-CY

Seal No. Marks and Numbers

RATE

N/M

Number of containers or packages

Kind of Packages; Description of goods SHIPPER'S LOAD STOW COUNT AND SEAL

Measurement 4767.000KGS 46.030CBM

Gross weight/

23 PACKAGES IN TOTAL

CY-CY 40HC X 1 **EMPTY TUBE** 2.0(0.35),LSZH

(-PT BLACK 3C.90A.70) HS CODE: 39173299

* INDUSTRIAL PARK, HONG PHONG WARD, AN DUONG DISTRICT, HAI PHONG CITY, VIETNAM.

FROM HAI VAN TEL. +84 0358027152

copy

COLLECT

FREIGHT PREPAID

TWENTY-THREE (23) PACKAGES

<u>non-negotiable</u>

SURRENDER

Freight payable at No. of original B(s)/L Ex. Rate Place and date of issue HAIPHONG HAIPHONG 3 2025-10-03

UNIT

PREPAID

Laden on board

FREIGHTED AS

Signature

Date 2025-10-03

CODE

CU LINES (VIETNAM) CO., LTD - HAIPHONG BRANCH

AS AGENT FOR THE CARRIER CU LINES PTE. LTD.

by shippe: Particulars furnished

relation to pithern usualments. Manufacture that this Bill of Lading has been signed.

LLL LEAS FIE. LTD on whose behalf this Bill of Lading has been signed.

LLL LEAS FIE. LTD on whose behalf this Bill of Lading has been signed.

LLL LEAS FIE. LTD on whose behalf this Bill of Lading, and part of the Goods life that the control of the

includes any container, trailer, transportable tank, flat or pallet, cradile, sled or any similar article used to Goods and any equipment associated or attached thereto.

If the dependent of the contained the services of the services

er. ans the provision of the International Convention for the Unification of Certain Rules Relating to Bills of Isselfs August 25, 1924. 3° means the provision of the Hague Rules as Amended by the Protocol done at Brussels on February

With Induced selend, indemnify and hold harmless. nt¹ includes the Shipper, Consignee, holder of this Bill of Lading, the receiver of the Goods and any Person entitled to or claiming the possession of the Goods or of this Bill of Lading or anyone acting on behalf of such

capating Carrier* includes any water, rail, motor, air or other carrier utilised by the Carrier for any part of the ortation covered by the Bill of Lading.

owered by the Bill of Lacling, as an individual, group, company or other legal entity. Import a rises if the Carriage is not Combined Transport. Includes but is not limited to owners, operations and spacer, providers of vessels (other than the Carrier), intals and groupage operators, Participating Carriers, road and rail transport operators, warehousemen, and any independent contractor employed by the Carrier in performance of the Carriege and any independent contractor employed by the Carrier in performance of the Carriege and any

sub-contractors thereof.

COSAF means the funited States Carriage of Goods by Sea Act, 1936 and any amendments thereto.

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Let includes the vesselpt amend in this Bill of Lading, any substituted vesselpt, any vessel to which transchipment of the company of the company of the company of the company of the Carriage of the Company of the Carriage of the

APPLICATION OF TERISA AND CONDITIONS

The terms and conditions provided for it or this Bill of Lading shall apply in any action by or against the Carrier for any osc or damage whatsoever and hososoever occurring rand without restricting the generality of the foregoing, not conducting selfs, just develope and not deview without surrender of this Bill of Lading, whether the action be founded the terms and conditions provided for in this Bill of Lading shall gowen the responsibility of the Carrier in connection with or arting out of the supply of Container (b) to the Merchant whether before, during or after the

e. ms and conditions of this Bill of Lading are separable, and if any term or condition is held to be invalid, null id, or unenforceable, that shall not affect in any way the validity or enforceability of any other term or on of this Bill of Lading.

ns of the Carrier's applicable Tariff are incorporated into this Bill of Lading, Particular attention in diditions concerning additional charges including Container and vessel and/or vehicle demurrage messes and legal feets. A copy of the applicable Tariff can be obtained from the Carrier or its agen-feterhant is deemed to know and accept such Tariff, in the case of any conflict or inconsistencing method the problem Tariff, it is given that opplicable Tariff, it is agent the applicable Tariff, it is agent that spikelid Tariff, it is agent that spikelid Tariff, it is given that the sill of Lading shall prevail. veen this Bill of Lading and the applicable Tariff, it is agreed REMITTANCE AND ACCEPTANCE OF THE BILL OF LADING

Bill of Lading. SUB-CONTRACTING AND INDEMNITY.

ract on any terms whatsoever the whole or any part of the Carriage,

CONTEXTING AND INDEXPRIT

are shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carrage, americally be entitled to sub-contract on any terms whatsoever the whole or any part of the Carrage, americally the entitled to sub-contract the carrage is performed or undertakes (including all any terms on the Carrage) is performed or undertakes (including all any or the carrage) is performed or undertake including all any or the carrage is performed or undertake including all any or the carrage is performed or undertaken or the carrage is performed or the c

el.

Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the ier by any Person other than in accordance with the terms and conditions of this Bill of Lading or which image of the tempts to impose upon the Carrier any Idability whatsoever in connection with the Goods or the Carrier, and do the condition of the Carrier and the Ca

RAMENS RESPONSIBILITY**

The Total Transpare has occurred between the time of loading of the Goods by the Carrier or Participating Carrier then load or Carrier or Participating Carrier then load or Carrier or Participating Carrier at the Port of loadings, the Carrier or Participating Carrier at the Port of loadings, the Carrier or Participating Carrier at the Port of loadings, the stage should be presented in the Carrier or Participating Carrier at the Port of loadings and the time of loading of the Goods by the Carrier or Participating Carrier at the Port of Loadings, after the time of loading of the Goods by the Carrier or Participating Carrier at the Port of Loadings, after the time of loading of the Goods by the Carrier or Participating Carrier at the Port of Loadings, after the time of Loading of the Goods by the Carrier or Participating Carrier at the Port of Loadings and Loading

The lice Looks at said times are in the castody of the Larier or any suck-contractor.

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St. 1) Where 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 Debugge or the Port of Debugge, whichever is applicable. The Carrier shall have not bailty what some for focus or demanges to the Goods or coming before a community by the Carrier of Loading, which looks or all the Carrier of Loading which the Carrier of Loading and the Carrier of Loading Loading which to the Carrier of Loading Loading to the Carrier of Loading Loading which loss or damage occurred is not known:

8.2.2 (the stage of Carriage during which loss or damages coursed is not known:

8.2.2 (the stage of Carriage during which loss or damages to the center that such loss or damage was caused

3.2 In the super this interest of the super this present the super this super this present the super this supe

Clauses 8.1.1.20 and 21; the care is always occurred to shown.

Clauses 8.1.20 and 21; the Caref's ballinj in respect of any such loss or damage occurring shall be the das follows:

One of damage days from to have occurred during Carriage by use for dispinents not to or form the United to or damage down on the Caref of the Caref

a-terminal in the United States of America before loading onto the vesses or anies usus-using unreserva-tions and the property of the Control of the Contro

BILLYY PROVISIONS

Or Compensation in respect of loss of or damage to the Goods, such compensation shall be teed to the value of the Goods on damaged or lost (scribding insurance, custom fees, taxes, Freight and retail either to the value of the Goods shall be determined by effective to the commercial monice or the customer. If the Goods shall be determined by effective to the commercial monice or the customer. If the Goods shall be determined by effective to the commercial monice or the customer. If the Goods shall be determined by effective to the commercial control of the Goods shall be determined by effective the Goods shall be determined by the Goods

nding the foregoing the Carrier is held responsible for any delay, it is hereby expressly agreed that the illity shall be limited to the Freight paid or to be paid under this Bill of Lading for the delayed Goods, noral charges, and/or demurgase for avoidance of doubt (Clause 9 11.1 shall not anoly in this instance)

Carrier undertakes to accomplish any act, operation or service not initially agreed or mentioned on this ne shall act as the Merchant's agent and shall be under no liability whatsoever for any loss or damage to ny direct, indirect or consequential loss arising out of or resulting from such act, operation or service, of limited to pure economic losses. If, for any reason whatsoever, the Carrier is denied the right to act as long above, its liability for loss, damage or delays shall be determined in accordance with this till all of most above, its liability for loss, damage or delays shall be determined in accordance with this little of the determination of the determination of the service of the s

ling.
Subrogation
Subrogation
Subrogation
en any claim is paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all rights of the
en any claim is paid by the Carrier to the Merchant, the Carrier and/or Sub-Contractor, on account of such
ment. The Merchant shall sign a subrogation receipt, release and indemnity immediately on the Carrier's proposed

when requested by the Carrier. NOTICE OF CLAIM AND TIME BAR

when requested by the Carrier.

NOTICE OF CLAIM NOT THE BAR

Unities notice of loss or damage to the Goods and the general nature of it be given in writing to the Carrier at the Preson entitled to delivery the rest of the preson entitled to delivery there could not be caused of the Preson entitled to delivery there could not be found to the country the Preson entitled to delivery the rest of the State of Lading, or if the Store of change be not appearent, within 12 per continued to the Store of the Store of

11

METHODS AND ROUTES OF CARRIAGE
The Carrier may a third man dividual to doice to the Merchant:
(a) use any means of transport or storage whatsoever to perform the Carriage;
(b) transfer the Goods from one conveyance to another, including but not limited to transhipping or carrying the Goods on a visual other than the Vessel named on the front hered;
(c) unpack and endow the Goods which have been packed into a Container and forward them in another

advertised route), at any speed, and proceed to or stay at any place or port whatsoever, once or more otten and in any order. Goods at any place or port (whether or not such port is named orderal as the Port of Loading or Port of Discharge) and store the Goods at any such place or port; Loading or Port of Discharge) and store the Goods at any such place or port; Loading or Port of Discharge) and store the Goods at any such place or port; Loading or Port of Discharge) and store the Goods at any such place to port; comply with any orders or recommendations given by any government or authority, or any Person acting or purposing to a class or on the half of load of government to authority, or having under the terms of any insurance (a) permit the Vessel to proceed with or visition place), to those the tower of the devided, with or without Goods and/or Containers on board. The Elberties at our or classes 11 may be invoked by the Conte for any purpose whatsoever, whether or not the Elberties at our or classes 11 may be invoked by the Conte for any purpose whatsoever, whether or not be the controlled or containers or the content of the Vessel and assetsing Vessels in all situations within the controlled containers and the second or maintenance or the Vessel and assetsing Vessels in all situations which the controlled containers and so that the controlled containers and the second or the Vessel and assetsing Vessels in all situations within the controlled containers and the second or maintenance or the Vessel and assetsing Vessels in all situations within the controlled containers and the second or the Vessel and assetsing Vessels in all situations within the controlled containers and the second or the Vessel and assetsing Vessels in all situations within the controlled containers and the second or the Vessel and assetsing Vessels in all situations within the controlled controlled the second or the Vessel and assetsing Vessels and all situations when the controlled or the Vessel and assetsing Vessel

MATTERS AFFECTING PERFORMANCE

inviting done or not done in accordance with Clause 1.1 or any delay arising therefrom shall be deemed to be within the contraction carriage and shall not be a deviation.

ATTEN AFFECTING PERFORMANCE

ATTENDATION AFFECTING PERFORMANC

13 INSPECTION OF GOODS 13.1 The Carrier and/or any Si

12.10b, this shall not prejudice its right subsequently to abandon the carriage.

INSPECTION OF CODE Controctors and optionary Person subnitived by the Carrier shall be entitled, but under the carrier shall be entitled be under the code of the carrier shall be entitled between the carrier shall be entitled. But the carrier shall be entitled between the carrier shall be the carrier shall be deather shall be entitled between the carrier shall be the carrier shall be deather shall be deather

resignance of the Carrier and/or Participating Carrier.

SECKIPTION OF COODS with state evidence of the receipt by the Carrier in external apparent good order and condition, except as otherwise noted, of the total number of Costalanes or other packages or units indicated on the face here day of Table Number of Costalanes or other packages or units indicated on the face here day of Table Number of Costalanes (Packages received and actionoslegated by the Carrier's No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, or condition, temperature, marks, furnithers or evidence that the content of the Codes and the Carrier's and the Lerier's bulk of the Carrier's and the Carrier's and the Carrier's and the Carrier's and any are shown on the face of this Bill of Lading, such that the inclusion of such particulars of any letter of credit and/or import license and/or sales contract and/or innoise or other number and the Carrier's and the Carr

expenses and costs (on a full indemnity basis). The Merchant acknowledges that, except when the provisions of Clause 9.2 angly, the wake of the Goods is unknown to the Carrier.

SHIPPER SHIPPER SHOWN TO SECONOSION TO SHIPPER SHOWN TO SHIPPER SHIP

Containers and/or other equipment released into the care of the Merchant or any Person acting on the Merchant or any Person acting on the Merchant or any Person acting on the Merchant or any care to provide the Merchant or any care to the Merchant or any care to the Merchant until returned to the Merchant or the Merchant or the Merchant or the Merchant or the Merchant until returned to the Merchant or the Merch

ulk will be stuffed by the Carrier in Containers and the Carrier shall have the right to co r not stuffed by the Carrier, on deck or below deck. All such Goods shall participate in harges and/or special charges. The Terms and Conditions of this Bill of Lading, was as provided for in Clause 29 shall apply to Containers carried on deck.

including the applicable laws as provided for inclused 29 will apply to Container carried on deck.

MERCHANT-PACED CONTAINER

MERCHANT-PACED CONTAINER

A support of the provided for inclused 29 will apply to Container carried on deck.

MERCHANT-PACED CONTAINER

The Merchant stall inspect the Container for suitability for carriage of the Goods before packing it. The Merchant's use of the Container shall be prima facile evidence of its being sound and suitable for use and acceptance by the Merchant.

Including, inter alia, without prejudice to the generality of this exclusion:

Including, inter alia, without prejudice to the generality of this exclusion.

Including, inter alia, without prejudice to the generality of this exclusion.

Including inter alia, without prejudice to the generality of this exclusion.

In the manner in which the Goods have been packed, sound, stuffed or secured in the Container, or other refigeration controls thereof provided that, if the Container has been pupiled by or on behalf of the Carrier, this unsuitability or defective condition of the Container has been pupiled by or on behalf of the Carrier, this unsuitability or defective condition of wood flave been appeared upon impaction by the Merchant at (d) packing temperature-controlled Goods that are not at the correct temperature or Carriage; or (d) condensation.

ele condensation.

If the manner in which the Goods are out of gauge and/or are stowed on or in open top containers, New American its responsible for the packing and sealing of all Merchant-packed Containers and, if a NewChart packed Container is delivered by the Carrier with to regional seal as allowed by the Merchant or outstoms or security control intact, or if the Carrier can establish bons file circumstance in which the original seal allows or security control intact, or if the Carrier can establish bons file circumstance in which the original seal was reasonable to the Carrier and the Carrier and the Carrier and the Carrier and the Carrier against the cost of any such claim, plus any costs incurred in respect thereof (including legal costs on a file.)

camer in respect threefor unless the project referred to in that Clause applies.

SPECIAL, REFIGEDATEO ON HANTED CONYAINES.

The Conyaines will be used to ship the Goods and such generate in store on the forn of this Bill of Lading, and the Merchant gives proper written notice be the Carrier of the nature of the Goods and of the particular temperature range to be maintained and/or special attention required and the Merchant gives proper written notice be the Carrier of the nature of the Goods and of a refigerated Container stuffled by or on behalf of the Merchant, the Merchant quadret has the temperature of the Goods and the enlargestated Container has been brought to the required temperature level before stuffing of the Merchant and that the temperature of the Goods and the enlargestated Container has been brought to the required temperature level before stuffing or the control of the Goods and the enlargestated Container has been brought to the required temperature level before stuffing even if such loss and/or damage were caused by the negligence of the Carrier and/or Participating Carrier.

The Merchant shall be responsible for the population of the Sill of Lading, the Merchant shall deliver the Goods to the Carrier and/or Participating Carrier.

If a suggested temperature is noted on the front of this Bill of Lading, the Merchant shall deliver the Goods to the maintain such temperature, plus or minus 2°C while the Goods are in its actual possession. The Carrier shall not be unlarged to the control of the Carrier and/or the proposal policy of the Carrier and/or the Carrier and/or the proposal policy of the Carrier and/or the Policy o

18.4

DANGEROUS GOODS AND CONTRABAND

Nothing contained in this Clause shall dep OPTIONAL STOWAGE AND DECK CARGO

in Containers and consolidated with other Goods in Containers, not, may be carried on deck or under deck, at the sole discretion of the not may be carried on deck or under deck, at the sole discretion of the notes it is specifically stipulated on the front hereof that the Containers is are carried on deck, the Carrier shall not be required to specially note. It attement of sock on-deck carriege on the face of this Bill of Lading, any

21 LIVESTOCK

CONNECTION WITH THE CARRIAGE C

23 FREIGHT AND CHARGES

custom of the part to the contrary notwithstanding. Should the Carrier nevertheless be liable for the non-designed Present All Carrier. PRESERT AND CARRESS.

All Freight shall be deemed fully, finally and unconditionally earned on receipt of the Goods by the Carrier and shall be presented to the contract of the Carrier and shall be presented to the contract of the Carrier and shall be presented by the Carrier and shall be presented by the Carrier to the Supplex of the part of the Supplex of the part of the Carrier and shall be presented by the Carrier to the Supplex of the Supplex of the part of the Carrier and Shall be presented by the Carrier to the Supplex of the part of the Supplex of Supple

The Carrier shall have a lieu on the Cooks and any documents relating there is an any sign or such to Carrier.

The Carrier shall have a lieu on the Cooks and any documents relating there and a right to sell the Cooks whether privately or by public auction pursuant to Clause 224 above without notice to the Meximan for:

(a) all Freight Induding all additional Freight papable under the terms of this Bill of Lading), deadfreight, demurage, Container demurage and storage charges, detention charges, salvage, general average contributions, loss, charges, expenses and any other sums whatsoever papable by or chargesheld to or for the account of the Meximan under this Bill of Lading and any contributions, for relating the contributions, or an advantage of the contributions, or an advantage of the contributions, or the second of the Meximan under this Bill of Lading and any contributions for relating legisles or a full indemnity basis;

(b) for the costs and expenses of exercising such lein and of such sale including legisl fies on a full indemnity basis;

exercise its lien at any time and any place in its sole discretion, through the action of any sontractor, whether the Carriage is completed or not.

agent or Sub-Contractor, whether 5 FCL MULTIPLE BILLS OF LADING

agent or Sub-Contractor, whether the Carriage is completed or not.

FCA MULTIPE BILLS OF LONING
COOLS will only be delivered in a Contractor of the Contract of the
COOLS will only be delivered in a Contractor of the Contractor of the Contractor of the
COOLS will only be delivered in a Contractor of the Contractor of

shortage, loss or damage was cause 26 GENERAL AVERAGE AND SALVAGE

GENERAL MERIOE. AND SALVING:

General Average that it is adjusted at any port or place at the option of the Carrier in accordance with the York-Antwern Pulse 1994 and any subsequent modification or re-enactment thereto and shall be applied to Contain and/or Goods Loaded on deck or under deck. Any general average on a vessel not operated by the Carrier shall adjusted according to the requirement of the operator of that vessel. The Merchant shall give such cash deposit of executing set for Exercise 1992 and cash option of the contract of the Carrier and years in Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient to cover the estimated General Average Contribution of the Salicient Cover the Sa

offer security as the Currier may deem sufficient to cover the estimated General Average Contribution of the Good bebte deliver, and could be the deliver, and the contribution of the Good bebte deliver, and could be the deliver and the contribution of the Good bebte deliver. The contribution of the Good bebte delivers and the Currier and Countribution of the Good bebte delivers and the Currier and Section of the Contribution of the Contributi

s or objects other than, or in VARIATION OF CONTRACT

No sevenar, agent or Sub-Contractor of the Carrier shall have power to waive or vary any of the terms of this Bill of Lading unless out shower to matricion is writing and as specifically authorised or approved in writing by the Carrier.

21. The Bill of Lading and the contract contained or evidenced by this Bill of Lading shall be construed and applied according to and be gowered by the laws of Singapore.

22. All disputes relating to this Bill of Lading shall be contented and polled according to and be gowered by the laws of Singapore.

23. All disputes relating to this Bill of Lading shall be determined by the Carrier. Singapore to the receivable of the Carrier of the Ca

A WARRILL TERMS AND CONDITIONS

Received by the Curiner from the Shopper in apparent good order and condition (unless otherwise noted herein) the total number of Containers or other padagage or units enumerated on the front of this Sea Waybell, for Carriage from the Macco Receiver or Port of Loading, whichever is applicable, to the Place of Deleviery or Port of Discharge, the Containers of the Sea Waybell, the Carriage from the Macco Receiver or Port of Loading, whichever is applicable, to the Place of Deleviery or Port of Discharge, the Containers of the Containe