CONDITIONS: All agreements or freight engagements not expressly contained herein and relating to the shipment of the goods are supercoded by this Bill of Lading and all its terms/whether written, typed, stamped or printed are accepted and agreed by the merchant to be binding as if signed by the merchant, any local customs or privilege to the contrary produced and the contrary pro

- a success of considered binding for sure part of the carriage or any part of DEFINITIONS:

 "Ackual carrier" includes any person to whom the performance of the carriage or any part of aspect thereof has been entitusted and includes any water, rail, motor, air or other transported utilized by the carrier for any part of the transportation of the sharpment covered by this combined Bill of Lading.

 "Carriage" means the whole of the operations and services undertaken by the carrier in respect.

- combined Bill of Lading.

 "Charriage" means the whole of the operations and services undertaken by the carrier in towards of the goods.

 "Charriage" means the carriage of the goods during the period from the commencement of loading onto the vessel until the completion of discharge from the vessel.

 "Charrier" means the party harmed on the face of this adocument as being the carrier.

 "Combined transport" refers to this contract of carriage when it covers the carriage of the "Combined transport" refers to this contract of carriage when it covers the carriage of the "Combined transport" refers to this contract of carriage when it covers the carriage of the "Combined transport" refers to this contract of carriage and one or more slages of the carriage involves carriage by a means other than

- the carrier and one or more stages of the carriage involves carriage by a means other than water.

 (In "Container" includes any container, trailer, transport or trank, list or pallet or any similar arricle of transport used to consolidate goods.

 (I) "Freight" includes all changes payable to the carrier in accordance with the applicable strift.

 (I) "Registriff includes any person in possession of this Bill of Lading or with any existing or future rights in respect thereof.

 (I) "Morchant" includes the shipper, holder, consignee, receiver of the goods or any person owning or entitled to possession of the goods or of this Bill of Lading and anyone acting on behalf of any such serson.

 (In "Morchant" includes the shipper, holder, consignee, receiver of the goods or any person owning or entitled to possession of the goods or of this Bill of Lading and anyone acting on behalf of any such serson.

 (In "Port to port shipment" arrises when the carriage called for by this Bill of Lading is not combined transport.

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 (In" "Port to port shipment" arrises when the carriage called for by this Bill of Lading or any substituted see going vessel and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment may be made and/or any seagoing vessel to which transphirment ma
- respect thereto.
 CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS:
- respect preserved.

 The control of t

- Die delence and limits of labelity provided for in the Bill of Lading shall apply in any action against the carrier wethert the schon be founded in contract or in tort.

 CARRIER'S RESPONSIBILITY:

 Port to port shipment. When the carriage called for by this Bill of Lading is a port to port shipment, subject to (C) below and clause 18:

 Courting system when the Carrier has any responsibility by law or otherwise with respect to the courting system when the Carrier has any responsibility by law or otherwise with respect to the specific system of the contract of the courting system of the contract of the court of

- sey sais. Act of 1830 of the Haguer-Volby Plater computionity applicable to the Bill of Lading of the oscillation of such anabonal law is computionly applicable, then in accordance with the Hague Public Plater (International Convention for the Unification of Certain Flutes of Law Relating to Bills of Lading, Brussels, August 24, 1924) or the Haguer-Volby RusselProtocol to Amend the International Convention for the Unification of Certain Flutes of Law Relating to Bills of Lading, Brussels, 1970 or the Unification of Certain Flutes of Law Relating to Bills of Lading, Brussels, 1970 or the Unification of Certain Flutes of Law Relating to Bills of Lading, Brussels, 1971 or the Certain State Brussels, 1971 or

- the Goods toot or damaged.

 The Goods toot or damaged companies are considered to the Goods toot of damage to the Goods, the value of the Goods shall be the invoice value of the Goods plus freight and insurance premium if actually paid.

 If there is no invoice value of the Goods, such compensation shall be calculated by it is not considered to the Goods and the place and time they have delivered to the Merchant in accordance with the contract or should have been delivered. The value of the Goods shall be fixed according to the commodity exchange price or, if there has no such price according to the commodity exchange price or, if the contract or the commodity exchange price or considerations, the contract of the commodity exchange price or considerations.

- quality. Whenever the Hague-Vicby Rules are applicable in destriction of the Carrier, the liabulary shall in no event exceed 665 SCR per package or unit of the lost or the Carrier, the liabulary shall in no event exceed 665 SCR per package or unit of the lost or the Carrier observed that the Goods shall arrive at the port of discharge or place of delivery at any particular time or to meet any particular market or use and save as provided in this Calculae 4 the Carrier shall in no circumstances be liable for any indirect or consequential loss or damage caused by delay.

 Sevi as otherwise provided herein, the Carrier shall in no circumstances be liable for direct several solutions of the carrier shall be deemed prima table to have delivered the Goods as described in the Bill of Lading unless of loss of or damage to the Goods indicating the general nature of such loss or damage shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal or the Goods into the castody of the pation entitled to delivery therror under the sill of the Goods and the state of the Goods and the state of the Goods and the state of the State of the Goods and the state of the Goods are stated to the castody of the pation entitled to delivery therror under the state of the Goods are stated to the castody of the pation entitled to delivery therror under the state of the Goods and the state of the Goods are stated to the castody of the pation of the Bill of Lading to the coordinaty, the Carrier shall be discharged of all liability under the Bill of Lading to the coordinate, the carrier within 12 months after delivery of the Goods or after the date

- on which the Goods should have been delivered.

 (h) Supply of containers. The terms of this Bill of Lading shall govern the responsibility of the Carrier in containers on the terms of the Bill of Lading shall govern the responsibility of the Carrier in containers of the Merchant whether before of after the Goods are received by the Carrier for carriage or delevery to the Merchant of Merchant of Carrier's liability, neither the Carrier not the vessel shall in any overn become liable for any loss of or damage to or in connection with the carriage of the Goods in an amount exceeding \$500 per package in leaved money of the United States of America. Or in case of Goods of shipped in package, per curiomary freight unit, or the equivalent of that sum in Merchant before shipped in leaved money of the United States of America, or in case of Goods and shipped in package, per curiomary freight unit, or the equivalent of that sum in Merchant before shipped and instead of the Bill of Lading in the space captioned "Description of Goods" and extra freight past on such declared value if required. If the U.S. carriage of Goods by as Act of 1936 does not gower the Carrier's lability, the liability of the Carrier, if any, shall not exceed the limits prescribed in any applicable national size of the Carrier, if any, shall not exceed the limits prescribed in any applicable national size of the Carrier's fability, if any, provided that such declared value if required. In each such case, the declared value if embedded in this Bill of Lading shall be the basis for calculating the Carrier's fability, if any, provided that such declared value shall be prima face evidence, but not exceed the true value of the Goods. The defence of the Carrier's habitity, if any, provided that such declared value shall be prima face evidence, but not exceed the true value of the Goods. The defence and limits of lability for the Carrier's habitity, if any, provided that such declared value shall be prima face evidence, but not exceed the first value of the

- damages, claims, liabilities or expenses missascere assumptions. The control of t

- The Carrier shall be entitled at any time but under no obligation to open any container, or package and to inspect the contents thereof. If it thereupon appears to the Carrier that the contents thereof. If it thereupon appears to the Carrier that the contents or any part intered carrier sharlor and the contents of any part thereof carrier sharlor whout neutring additional expenses or failing any measures in relation to any container, package or measures and norul any reasonable additional expenses to continue the carriage or to after the same ashore or affoat, under cover or in the open, at any place, which storage shall be deemed to constitute due delevery under this Bill of Lading. The Merchant shall indemnity the
- deemed to constitute due delivery under this Bill of Liberts, the recommendation of the COURACY OF DESCRIPTION OF GOODS:

 8. ACCURACY OF DESCRIPTION OF GOODS:
 Any statement on this Bill of Leading relating to marks and numbers, and kind of package, discription, quantity, quality, weight, missure, nature, kind, value or other particulars of the contents of containantify not packed or filled by or in behalf of the Carrier are deemed to have been contained to the contained any liability in respect thereof. Any acknowledgment of the Carrier is contined to the
- imposed any labellity in respect thereof. Any acknowledgment of the Cartier is contined to the importance of the production of the contaments. SCOPE IN CARTIER OF THE CART 9. SCOPE OF VOYAGE :
- notwithstanding unsarroumbess of seminor of the control of the con
- O. CARRIER'S LIBERTIES IN SPECIAL CIRCUNSTANCES:
 In any situation whatsover of couring and whether existing or anticipated before commencement of or during the volyage, which, in the reasonable judgment of the carrier, any Actual carrier of Master, is likely to give rise to rise of capitus, escuring area (deletion, Actual carrier of Master, is likely to give rise to rise of capitus, escuring area (deletion, part of her cargo, or to make it unsale, imprusent or unlawful for any reason to proceed on or continue the volyage or to enter of discharge the Goods at the port of discharge for to give rise to delay or difficulty in arriving, discharging at the usual place of discharge the port of discharge or reacting or attempting to reserve the substantial place of discharge the port of discharge or reacting or attempting to reserve the substantial place or of discharge the port of discharge or reacting or attempting to reserve the usual place of discharge therein or attempting attempting to reserve the port of discharge or reacting or attempting to reserve the port of discharge or reacting or attempting to reserve the port of discharge or reacting or attempting to reserve the port of discharge or reacting or attempting to reserve the port of discharge or reacting or attempting to reserve the port of discharge or reacting or attempting to reserve the port of discharge or reacting or attempting to react the port of such other port or place whatsoers are not or the carrier or any Actual carrier think advantable, or the actual carrier think advantable core as not of carrier or any Actual carrier think advantable core or and orderhapps the Goods or any part thereof into station or craft or or place whatsoers are not ordered the port of place whatsoers are not ordered to the carrier or any Actual carrier and constitute due delevery thereof the Goods or any part thereof into action or craft or ordered the whole of the carrier or any Actual carrier and constitute due delevery thereof the Goods or any part thereof into action
- shall be freed from any further responsibility in resp 11. CARRIER'S LIABILITIES: EVENT OF WAR
- shall be freed from any further responsibility in respect thereof.

 1. CARRIER'S LIABILITIES: EVENT OF WAR

 In the sevent of the minimence or existence of war properties of the control of the control of the minimence or existence of war properties. The carrier of the control of the control

- diseation. If by reason of the exercise by the Carrier of any other liberty menti-cleations entything is down, or is not floors, the same shall be within the compact flood any liberty mentioned in this clause shall constitute due delivery of the Cooks under lading, and the Merchant shall bear any pay all changes and expenses resulting discharge. The full freight stipulated herein, if not paid, shall on such dischar immediately due and payable by the Merchant, and if relight has been project, the

- clastic stryl medinación. The clastar shall be selled within the Collada Cucardia, and clastar shall be at any pay all charges and expenses resulting from such discharge. The full freight significant per control of the colladarge. The full freight significant per control of the colladarge. The full freight significant of the colladarge. The full freight significant per colladarge become colladarge. The full freight significant per colladarge significant per colladarge. The full freight significant per colladarge significant per colladarge. The full freight significant per colladarge significant per colladarge. The full freight significant per colladarge significant per colladarge. The full freight significant per colladarge significant per colladarge. The full freight significant per colladarge significant per colladarge significant per colladarge. The full freight significant per colladarge signifi

- purposes whatboever whether or not connected with the carriage of the Goost. Anything done in accordance with (a) above or any delay arrain phention shall be deemed to be within the a Gerellon.

 14. LIEN:

 The Carrier shall have a lien on the Goods and any documents relating thereto and any teeph or sub-freights for all sums payable to the Carrier under the Bill of Lading and for operated average and salvage contributions to whomever due and for the costs of recovering managers and salvage contributions to whomever due and for the costs of recovering managers and salvage contributions to whomever due and for the costs of recovering managers.

 15. OPTIONALSTOWAGE:

 (a) The Goods may be packed by the Carrier in containers.

 (b) Goods packed on containers whether by the Carrier or by the Merchant may be carried on Goods and carriers of the Carrier of the Carrier of the Merchant.

 16. DECK CARCO AND LIVESTOCK:

 Goods which are stated herein to be carried on deck (whether or not carried on deck) are carried without any responsibility on the part of the Carrier or any Actual carrier for any loss, duringly or delay whatavoer beneaved caused. In the event of the Master in this cole investor, and the cole of the Carrier of the Carrier of the Master in this cole investor, and the cole of the Carrier of the Carrier of the Master in this cole investor, and the cole of the Carrier of the Carrier of the Master in this cole investor, and the cole of the Carrier of the Carrier of the Master in this cole investor, and the cole of the Carrier of the Carrier of the Master in this cole investor, and the cole of the Carrier of the Carrier of the Master in this cole investor, and the cole of the cole of

- maintain the refrigerated container in efficient date.

 8. DISCHARGE, DELIVERY AND NOTIFICATION:

 (a) Any mention herein of parties to be notified of the arrival of the Goods is solely for the process. The control of the Goods is solely for the solely interest of the Goods is solely for the solely interest of the Goods is solely for the process. The control of the Goods is solely for the process of the Goods are part interest without notice, as or to any videous the control of allowing the Goods are part interest without notice, as or to any whart, craft of block, on any day at any time, whereupon the labeling of the Garner (if any) in respect of port to the contrary. The Merchant shall take delivery of the Goods upon discharge and all expenses incurred by reason of the Merchant fissilities to take delivery of the Goods shall be to the Merchant's account.

 (a) If obleway of the Goods forthwith upon arrival at the place of delivery. (b) If obleway of the Goods forthwith upon arrival at the place of delivery.

 (b) If obleway of the Goods forthwith upon arrival at the place of delivery, of the Goods forthwith upon arrival at the place of delivery, of the Goods forthwith upon arrival at the place of delivery, of the Goods forthwith upon arrival at the place of delivery, of the Goods for the Merchant that take delivery of the Goods for the Merchant are contained when any where the Carrier is entitled to call upon the Merchant to take delivery thereof, whether the carriage called for by the Bill of Lading is Port to port adjument or Continined when any delivery the containers and/or to store the goods, part thereof as those of the Carrier of the Car
- Bill of Lading. VESSEL ON CHARTER:

- The of Ladino.

 19. VESSELON CHARTER:

 In case of Goods being carried by a Vessel not belonging to the Carrier but chartered by him, the Carrier shall be entitled to any and all rights, demurrers, prescriptions, eveniptions and imitiations of liability available to the owners of the Vessel, as if the Bill of Lading has been imitiations of liability available to the owners of the Vessel, as if the Bill of Lading has been COS BOTH-TO-BLAME COLLISION CLAUSE:

 If the Vessel comes into contact with another ship as a result of the negligence of the other ship and the negligence of the Vessel and/or act, neglect or default of the master, mainer, pilot or the servants of the Vessel, the owners of the Scots carrier detectived informity the Carrier against all loss of the Carrier or any Actual carrier in the newspation or the management of the Vessel, the owners of the Scots carrier detectived informity the Carrier against all loss represents loss of or damage to, or any claim whatsoewer of the Merchant, paid or payable, by the other or non-carrying ship or her owners to the Merchant and set off, recouped or recovered by the other or owners or demise charterers or the Carrier or any Actual carrier. The Vessel or her owners are claimed charterers or the Carrier or any Actual carrier. The Vessel or her owners are claimed charterers or the Carrier or any Actual carrier. The Vessel or her owners or demise charterers or the Carrier or any Actual carrier. The Carrier or any Actual carrier. The Carrier or any Actual carrier in a delition to, the colleged she or devices are all fault in respect of a cellision, stranding or or the acceptance of the Vestel or the Carrier or any Actual carrier. The Carrier or any Actual carrier is the second of the control of the Carrier or any Actual carrier. The Carrier or any Actual carrier is the second of the carrier of the Carrier or any Actual carrier. The Carrier or any Actual carrier is the carrier of the Carrier or any Actual carrier.
- in respect of a collision, servinding or other accident.

 2.1. GENERAL AVERAGE. Standing or other accident.

 2.1. GENERAL AVERAGE. Standing or other accident.

 2.1. GENERAL AVERAGE. Standing or other accident.

 2.2. GENERAL AVERAGE.

 3.2. General average shall be adjusted according to the York/Antwerp rules 1974 at any port or place at the option of the Carrier whether declared by the Carrier or any Actual carrier. The Microbant battle gives active absolutes a time the Standing and Standing according to the Carrier and Standing according to the Carrier of the Carrier does not so require within 3 months of the delivery of the Goods whether or not at the time of delevery the Merchant had notice of the Carrier's length of the Carrier and the C
- No servant or agent of the Carrier or any Actual carrier has power to waive or vary any of the ceres of this Sill of Lading.

 23. VALIDITY:
- ason whatsoever, it shall be held that any clause or part of the clause of this Bill wholly or partly invalid it shall not affect the effectiveness of the other clauses
- of Lading is whelly of party invalid it shall not affect the effectiveness of the other closed 24. GOVERNING LAW AND JURISDICTION:

 This Bill of Lading shall be governed by the laws of the Peoples' Republic of China and disputes arring from this Bill of Lading shall be referred to the exclusively jurisdiction of Courts of the Peoples' Republic of China, if the port of discharge is or has been located formal laws and any disputes attempt from the Bill of Lading shall be referred to the exclusive jurisdiction of the Seoul District Court, if the port of discharge is or has been local steedness from Chicago the Republic of Korean.