"Ship" means the vessel named in this Bill of Lading, or any conveyance owned, chartered, towed or operated by Carrier or used by Carrier for the performance of this contract.

"Ship" means the vessel named in this Bill of Lading has been signed.

"Orather" or Agent" means Carry Al Logistics. Vietnam Co., Ltd on whose behalf this Bill of Lading has been signed.

"Merchart" includes the Shipper, the Receiver, the Corrispore, the Consignee, the Holder of this Bill of Lading and any person having a researt of future interest in the Goods or any person acting no behalf of any of the above-memioned persons.

delivered and entrusted to Carrier, including palletized units and each container stuffed and sealed by the Shipper or on its behalf, although the Shipper may have furnished a description of the contents of such sealed container on this bill of lading. "Container" includes any container, trailer, transportable tank, if twn, files, pallet, or any similar article of transport used to consolidate

goods,

6"Carrier's container or carrier's equipment" includes containers or equipment owned, leased or used by Carrier in the transportation of
Merchant's goods.

or on behalf of the Merchant, include the container(s) as well. The headings set forth below are for easy reference only

CONDITIONS

1 Applicability

Notwithstanding the heading "Combined Transport Bill of Lading", the provisions set out and referred to in this document shall also apply if the transport as described on the face of the Bill of Lading is performed by one mode of transport only.

apply If the transport as described on the face of the Bill of Lading is performed by one mode of transport and one can be a leading of a leading of the "Combined Transport Bill of Lading".

21. By the issuance of this "Combined Transport Bill of Lading".

21. By the issuance of this "Combined Transport Bill of Lading," Carrier
a) undertakes to perform and/or in his own name to procure the performance of the entire transport, from the place at which the goods are
taken in charge to the place designated for delivery in this Bill of Lading.

22. For the purposes and subject to the provisions of this Bill of Lading. Carrier shall be responsible for the acts and omissions of any
person of whose services the makes use for the performance of the contract evidenced by this Bill of Lading.

Negotiability and title to the goods

3. Hy accepting this Bill of Lading the Merchant and his transferees agree with Carrier that, unless it is marked "non-negotiable" it shall constitute title to the goods and the holder by endorsement of this Bill of Lading, shall be entitled to receive or to transfer the goods herein

continuous uses of the goods are on the counter by enconsement or this coll of Liabring, install se entitled to receive or to transfer the goods hereit 3.2 This Bill of Liabring shall be primar facte evidence of the taking charge by Carrier of the goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good state.

sellog in good fair. De adminissed within its call of Lacing has been negotiated of transferred for valuable consideration to a third party sellog in good fair. De adminissed within its call of the consideration of the

Description of Goods and Merchant's packing

Lescription of Goods and Merchant's packing of the Consignor shall be deemed to have guaranteed to Carrier the accuracy at the time the goods were taken in charge by Carrier of the description of the goods, marks, number, quantity, weight andier volume as furnished by him, and the Consignor shall indemnity Carrier gainst all boses, champes and expenses arriagn or resulting from inaccuracy or insefeque, of such particulars. The right of Carrier to such indemnity shall in no way limit his responsibility and liability under this Bill of Leding to any person other than the Consignor.

insufficient packing of goods or by faulty loading or packing within containers and trailers and on flats when such loading or packing habeen performed by the Merchant or on behalf of the Merchant by a person other than Carrier or by the defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant and shalf indemnity Carrier against any additional expenses so caused. 5.3 The Merchant shall be lable for all losses and labilities resulting from intingement or violation of third party rights(including but not limited to intellectual property rights) on the consignment entitude by the Merchant.

6 Description of Goods and Information for U.S. Customs and all destinations as required by law

Carrier is responsible for transmitting information to U.S. Customs and all destinations as required by law and Border Protect

lading of the Goods (if no other agreement) including, without limitation, precise commodity descriptions, numbers and qual

lowest external packaging unit, he shipper's complete name and address, the consignes is of the owner's or owner's reprecomplete name and address, hazardous materials codes, and container seal numbers. For this, and other purposes, Carrie

minimation, the precise descriptions, marks, number, quantity, weight, indemnity Carrier against all claims, penalties, losses or

arising from any leadcuracy.

7 Extent of Liability
A. 1) Carrier shall be liable for loss of or damage to the goods occurring between the time when he takes the goods his charge and the time of delivery.
2) Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage was caused by.
2) Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage was caused by.
10 carrier shall, however, be relieved of liability for any loss or damage if such loss or damage was caused by.

c) handling, loading, stowage or unloading of the goods by the Merchant or any person acting on behalf of the Merchant, d) inhierent vice of the goods, g strike, lockow, toloppage or restraint of labor, the consequences of which Carrier could not avoid by the exercise of reasonable

diligence; f) any cause or event which Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence;

international Convention or national law governing liability in respect of nuclear energy,
h) Carrier does not undertake that the goods shall be delivered at any particular time or for any particular market and shall not be liable for any direct or indirect losses caused by any delay,
3) The burden of proving that the loss or damage was due to one or more of the above causes or events shall rest upon Carrier. When Carrier, stabilishes that, in the circumstances of the scase the loss or damage could be attributed to one or more of the causes or events specified in b) to d) above, it shall be presumed that it was so caused. The claim and shall, however be entitled to prove that the loss or

specimen in ji or j acove, it shall be presumed that it was so caused, the claim and shall, however be entitled to prove that the loss or transport during the provided provided the provided provided by the provided prov

8 Clause Paramount

8.1 All carriage under this Bill of Lading (whether electronically produced or not) shall have effect subject to any legislation enacted in a country making the Hapus or Hapus-Vraby Rules computerity applicable to this Bill of Lading and in the absence of any such legislatic in accordance with the Hapus Rules or OCOSSA in the case of carriage to or from the United States of America. The provisions of applicable law as set from above shall apply to carriage of goods by intand waterways and reference to carriage by sea in the Hapus-Rules, Pulse, or OCOSSA in the Determent on Indice reference to Hardin valentways. Except as may be otherwise specifically

Higue-Vision yruses, or CUSSA shall be deemed to include reterence to mand weterways. Except as largy we write where applications are carried on dock or under deck and throughout the entire time the goods are in the custody of the carrier.

8.2 USA Clause Paramount (flapicipable)

18.2 USA Clause Paramount (flapicipable)

18.2 Clause Paramount (flapicipable)

18.3 Clause Paramount (flapicipable)

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18.3 Clause Paramount (flapicipable)

18.4 Clause Paramount (flapicipable)

18.5 Clause

9 Limitation Amount
9.1 When Currier is liable for compensation in respect of loss of or damage to the goods, such compensation shall be calculated by reference in the control of such goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered
9.2 The value of the goods shall be fixed according to the current commodity exchange price or if there is no such price, according to the current market price, or, if there is no commodity exchange price or current market price, by reference to the normal value of goods of the same shall and quality.
01 the same shall and quality.
01 the same shall and quality.
02 of the same shall price or the current market price, by reference to the normal value of goods of the same shall be reported by the price of the same shall be the goods for the current market price, by reference to the normal value of goods of the same shall be reported by the price of the same shall be reported by the goods for the same shall be reported by the goods and such higher value to the goods and such higher value has been stated in the Bill of Lading, in which case such higher value shall be the limit. However, Carrier shall not in any case, be shall for an amount greater than the actual loss to the person entitled to make the claim.

10 Defences

To Deterences

10.1 The defences and limits of liability provided for in these Conditions shall apply in any action against Carrier for loss of or damage or delay to the goods whether the action be founded in contract or in tort.

10.2 Carrier shall not be entitled to the benefit of the limitation of liability provided for in paragraph 3 of clause 8 if it is proved that the loss or damage resulted from an act or omission of Carrier done with intent to cause damage or recidestly and with knowledge that damage would probably result and the state of the state o

The Liability of servains are autocommiscons
Carrier shall be entitled to subcontracted directly or indirectly on any terms the whole or any part of the handling, storage, or carriage of togods and all duties understaken by Carrier in relation to the goods. Every servant, agent, subcontractoric/including sub-subcontractors, other persons whose services have been used to perform this contract shall be entitled to the rights, exemplosis from, or institutions from, or institution to the contract of the persons who in the services have been used to perform this contract at his decrease to be acting as agent or trustee for subcontraction, or other persons who shall be deemed to be parties to this contract.

12 Method and Route of Transportation
Carrier is entitled to perform the transport in any reasonable manner and by any reasonable means, methods and routes. The Ship shahave the blooty, where with or who the goods on board, to at any time, adjust navigational instruments, make trial trips, dry dock, go it repair yards, shift berths, take in fuel or stores, embark or disembark any persons, carry contraband and hazardous goods, sail with or without plots and save or attempt to save life or propriery. Delays resulting from such activities shall not be deemed a deviation.

If delivery of the goods or any part thereof is not taken by the Merchant, at the time and place when and where Carrier is entitled to call upon the Merchant to take delivery thereof Carrier shall be entitled to store the goods or the part thereof at the sole risk of the Merchant, where upon the lability of Carrier in respect of the goods or that part thereof stored as dross-casic) date care amply behalf which; cease and the cost of such storage (if paid by or payable by Carrier or any agent or subcontractor of Carrier) shall forthwith upon demand be paid by the Merchant to Carrier.

14. Freight and Changes

14. Freight and be paid in cash without discount and whether prepayable or payable at destination shall be considered as earned on receipt of the goods and not to be returned or relinquished in any event.

15. Freight and be paid in cash without discount and whether prepayable or payable at destination shall be considered as earned on receipt of the goods and not to be returned or relinquished in any event.

16. Freight and charges are due, the payable the payable and the currency ramed in the Bill of Islaing or at Carriers option in the currency of the corrier and the payable recipit on the day of dispatch and for freight payable at destination on the day very destination of the good there or on Carrier on the date of the Bill of Lading, Interest at 17½ per morth shall turn form the date when freight and charges are due. Payment of freight charges to a freight forwarder, broker or anyone other than directly to Carrier shall not be deemed payment to the Carrier on Carrier on the date of the Bill of Lading, Interest at 17½ per morth shall turn form the date when freight and charges are due. Payment of freight charges to a freight forwarder, broker or anyone other than directly to Carrier shall not be deemed payment to the Carrier of the Carrier for on Carrier on the date of the Bill of Lading, Interest at 17½ per morth shall turn from the date when freight and charges are developed to the carrier of the date

15 Lion Carrier shall have a lien on any and all property (and documents relating thereto) of Merchant in its actual or constructive possession.custody or control or en route, for all claims for changes, expenses or advances incurred by Carrier in connection with this exhipment, or any previous anipment, of Merchant, or hoth, which lien shall survive delivery, and if such claim remains unsatisfied for 30 days after demand for its payment is made. Carrier may soil at public auction or private sale, upon 10 days written notice, registered mail to Merchant, the goods, wares and/or merchandise or so much as may be necessary to satisfy such lien and the costs of recovery, and apply the net proceeds of such sale to the payment of the amount due Carrier. Any surplus from such sale shall be transmitted to Merchant, the allocation and such carrier.

Merchant, and Merchant shall be ables tor any ownership in the Comment of the Com

17 Notice

17. Notice
Unless notice of loss of or damage to the goods and the general nature of it be given in writing to Carrier at the place of delivery before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the loss or damage be no apparent, within three consecutive days thereafter, such removal shall be prima facie evidence of the delivery by Camer of the goods as described in this Bill of Lading.

Carrier shall be discharged from all liability for loss of or damage to goods unless sut is brought within one (1) year after delivery of the goods or the date when the goods should have been delivered. Sut shall not be deemed brought against Carrier until jurisdiction shall have been obtained over Carrier by service of summons. The time bar for overcharge dains shall be fix (6) months.

19 Jurisdiction

Actions against Carrier may only be instituted in the country where Carrier has his principal place of business and shall be di according to the law of such country.

20 Hindrances Affecting Performance

20. Handrances Affecting Performance
20.1 Carrier shall use reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery.
20.2 If all any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any trindrance, risk, delay, ripury, difficulty or disadvantage of any shird, including strike, and if by virtue of the above it has rendered or is likely interested. The proposition of the propositi

or suble authority, or by any comment.

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28 Both To-Blame Collision Clause
If the ship comes into collision clause
If the ship comes into collision with another vessel as a result of negligence of the other vessel and any negligence or fault on the part of Carrier or fis servants or subcontractors, Merchart shall indeminify Carrier against all loss or lability to the other or non-carrying vessel or her owners, isolard as such loss or a fability represents loss of, or damage to, or any claim whatsoever of Merchart paid or payable by the other or non-carrying vessel or her owners to Merchart and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchart and sel-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying ship or her owner.

The opinion which all pays as well where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the calliding ships or objects are at fault with respect to a collision or cortext.

24 Porishable Cargo
24.1 Goods of a perishable nature shall be carried in ordinary containers without special protection, services or other measures unless there is noted on the reverse sake of the Bill of Lading that the goods will be carried in a refrigerated, healed, electrically ventilated or otherwise specially equipped container or are to receive specially expected protections of the substance of the protection of th

2.5 Variation of the Contract
This contract supersedes all prior agreement between the parties with respect to its subject matter. No servant or agent of Carriérehail have power to waive or vary any of the terms hereof unless such variation is in writing and is specifically authorized or ratified in writing by Carriér Paul.

26 Force Majeure

Zer Force Majeute

Zerier shall not be liable for losses, damages, delays, wrongful or missed deliveries or nonperformance, in whole or in part, of its responsibilities under this Bill of Lading, resulting from circumstances beyond the control of either Carrier or its subcontractors, include but not limited to; old set of God, including flood, enthrulawes, storm, hurriance, power failure, epidemic or other severe health cost of the returnation state of the returnatio