Shipper PH: 13964233322 QINGDAO LUCHEN INTERNATIONAL CO.,LTD ROOM 222, NO.6 SOUTH OF FUZHOU ROAD QINGDAO 266071

CHINA

Container

seals

DRYU9350430 FEX7519656

Consignee (if 'To Order' so indicate)
FB SOURCING LIMITED
ROOM H, 15/F, SIU KING BUILDING,6 ON WAH
STREET,NG
HONG KONG

Notify party (No claim shall attach for failure to notify)
FB SOURCING LIMITED
ROOM H, 15/F, SIU KING BUILDING,6 ON WAH
STREET,NG
HONG KONG

BILL OF LADING

Bill/Lading Number HTA000000847

COPY

ORIGINAL BILL REQUIRED AT DESTINATION



SPARX logistics Room 1806 Baomen building 19 Zhang Zhou Er Road, Shinan District Qingdao, 266071 China

t +86 532 8667 5858 e qingdao@sparxlogistics.com f +86 532 8667 6858 w sparxlogistics.com

Received by the Carrier, the Goods as specified below in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding.

The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.

In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any, to be void, if required by the Carrier. One (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.

	deliver	y order.		
Vessel ELLY MAERSK / 525W		Port of Loading	Excess Value Declaration: Refer to Clause 11(4) + (5) on reverse side	
		QINGDAO, CHINA		(4, 14, 14, 14, 14, 14, 14, 14, 14, 14, 1
Port of Discharge	Destination (if on-carriage)	Freight Payable at:	No. of Originals	
ANTWERP, BELGIUM	ANTWERP, BELGIUM	ANTWERP, BELGIUM	3 (THREE)	
Marks and Numbers	Number and Kind of packages / Description of Goods		Gross Weight Kgs.	Measurement M ³
N/M	1 x 40HC CONTAINER STC 70 Package(s) SPEED CUSHION		20500 KG	50 м3
	cv/cv			

Weight

20500 KG

Volume

50 M3

Packages Mode

70 PKG CY/CY*

TELEX RELEASE

The Merchant's attention is called to the fact that according to Clauses 10, 11 and 12 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in the respect

of loss of or damage to the goods and delay.

Consol Ref: C00019257
SHIPPED ON BOARD 23-Jun-15

FREIGHT COLLECT

Туре

40HC

China and any claim or dispute arising hereunder or in connection herewith shall (without prejudice to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to

*Shipper Load and Count

INCOTERM: FOB	SHIPPED ON BOARD 2	3-Jun-15
Bill of Lading must be surrendered to: SPARX LOGISTICS - DUNKERQUE RUCHE D'ENTREPRISES DE DUNKERQUE 27 RUE ANTOINE WATTEAU 59430 SAINT POL SUR MER FRANCE		Freight Details, Charges, etc.
Place and Date of issue QINGDAO,CHINA		
AS CARRIER		
Place of Receipt	Place of Delivery	
QINGDAO, CHINA	ANTWERP, BELGIUM	Total No. of Packages (in words)
LAW AND JURISDICTION CLAUSE The Contract evidenced by or contained in this Bill of Lading shall be governed by the law in		ONE CONTAINER(S)

the jurisdiction of the Courts of China.

FOR PORT TO PORT SHIPMENT OR FOR COMBINED TRANSPORT

PHENTHIONS

Merchant means and includes the Shipper, the Consignor, the Holder of this Bill of Lading, the Person of the Common of the Constant of the Constant of the Constant of the Constant of Constant Open of Constant of Constant Open of Constant Ope

dated 8th April 1971 and also includes the provisions of the Act dated 16th July 1992.

"COGSA 1936" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

"COGWA 1993" means the Carriage of Goods by Water Act of Canada dated May 6th 1993.

1993. "SDR'S" means Special Drawing Rights as defined by the International Monetary

Fund.
"Container" includes any type of Container, Trailer, Flat or Unit Load Device.
"Person" includes an individual, a firm and a body corporate.
CONDITIONS

1. APPLICABILITY
The provisions APPLICABILITY
 The provisions set out and referred to in this document shall apply if the transport as described on the face of the Bill of Lading is Port to Port or Combined Transport.

2. CARRIER'S TARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY
The Merchant warrants that in agreeing to the terms hereof he is the agent of and has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS
(1) This Bill of Lading shall be non-negotiable unless made "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.
(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the 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 faith.

5. ISSUANCE OF THIS BILL OF LADING By issuance of this Bill of Lading the Carrier assumes liability as set out in these

5. ISSUANCE OF THIS BILL OF LADING
by issuance of this Bill of Lading the Carrier assumes liability as set out in these
Conditions and
(1) for Port to Port or Combined Transport, 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
(2) for the purposes and subject to the provisions of this Bill of Lading, the Carrier
shall be responsible for the acts and omissions of any person of whose services he
makes use for the performance of the Contract evidenced by this Bill of Lading, but
shall be responsible for the acts and omissions of any penson of whose services he
makes use for the performance of the Contract evidenced by this Bill of Lading, but
that part of the Carriage from and during loading onto the vessel up to and during
discharge from the vessel and the Carrier shall not be liable for any loss or damage
whatsoever in respect of the Goods or for any other matter rating during any other
whatsoever in respect of the Goods are for any other matter arising during any other
whatsoever in the Vessel with the other shall not be liable for any loss or damage
by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts
by the Carrier to the Merchant with others for transport, storage, handling or any other
services in respect of the Goods prior to loading and subsequent to discharge of the
Goods from the vessel without responsibility for any act or omission whatsoever on
the part of the Carrier or others and the Carrier may as such agent enter into
contract with others on any terms whatsoever including terms less favourable than
the terms in this Bill of Lading.

the terms in this Bill of Lading.

6. DANGEROUS GOODS INDEMNITY

(1) the Merchant shall comply with the rules which are mandatory according to the National Law or by reason of International Convention, relating to the carriage of Goods of a dangerous nature, and shall in any case inform the Carrier in writing of the exact nature of the danger, before Goods of a dangerous nature are taken in charge by the Carrier and indicate to lim, if need be, the precautions to be taken.

(2) If the Merchant fails to provide such information and the Carrier is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and place to the control of the control of the Carrier is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and place to the control of the

any.

7. DESCRIPTION OF GOODS AND MERCHANT'S PACKING

(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity, weight and/or volume as furnished by him, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such obligation from the Merchant shall other than the Merchant shall defend in the Merchant shall be liable for any person other than the Merchant.

(2) Without prejudice to Clause 8 (A) (2) (c), the Merchant shall be liable for any person of the control of the

is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

(4) (a) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Goods have been properly stuffed in the Container and that its thermostatic controls have been properly stuffed in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods by such non-compliance.

(b) The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant insulation or any apparatus of the Containers, provided that the Carrier shall before or at the beginning of the transport exercise due diligence to maintain the temperature controlled Container in an efficient state.

that the Carrier shall before or at the beginning of the transport exercise due diligence to maintain the temperature controlled Container in an efficient state.

8. EXTENT OF LIABILITY

A. (1) The Carrier shall be liable for loss or damage to the Goods occurring between the time when he takes he Goods into his charge and the time of delivery.

(2) The Carrier shall, however, he relieved of liability for any loss or damage if such loss or damage was caused by the control of the carrier shall, however, he relieved of liability for any loss or damage if such loss or damage was caused by the flexibility of any loss or damage if such loss or damage was caused by his deficiency or defective condition of the packaging or marks and/or numbers:

(c) handling, loading, storage or unloading of the Goods in tharge:

(b) insufficiency or defective condition of the packaging or marks and/or numbers:

(c) handling, loading, storage or unloading of the Goods by the Herchant or any person acting on behalf of the Merchant:

(d) inherent vice of the Goods:

(e) strikle, lockout, stopage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable diligence:

(f) a nuclear incident if the operator of a nuclear installation or a person acting for him is lable for this damage under an applicable International Convention or film in the country of the control of the control of the country of the cou

and (b) would have applied if the claimant had made a separate and direct contract with the Carrier in respect of the particular stage of transport 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. (2) with respect to the transportation in the United States of America or in Canada to the Port of Loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law compulsorily applicable. The Carrier guarantees the fulfilment of such inland carriers' obligation under the contracts and tariffs.

9. CONTAINERS
(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
(2) The terms of this Bill of Lading shall Govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

(3) If a Container has been stuffed by or on behalf of the Merchant.

(A) the Carrier shall not be liable for loss or damage to the Goods;

(i) caused by the manner in which the Container has been stuffed (i) caused by the unsuitability of the Goods for carriage in Containers;

(iii)caused by the unsuitability of the Goods for carriage in Containers;

(iii)caused by the unsuitability of the Goods for carriage in Containers;

(iii)caused by the unsuitability of the Goods for carriage in Containers;

(iii)caused by the unsuitability of the Goods for carriage in Containers;

(iii)caused by the unsuitability of defective condition arose (a) been apparent on reasonable inspection by the Merchant at or prior to the time when the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Containers.

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A) (iii) (a)

(4) Where the Carrier is instructed to provide a Container, in the absence of a container of any particular type or quality.

written request to the contrary, the carrier is not under an obligation to provide a Container of any perficular type or quality.

10. PARAMOUNT CLAUSE

(1) his Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Kishy Rules compulsorily applicable (such as COGSA 1991 or COGSA 1936) to this Bill of Lading and the provision of the Hague Rules or applicable hegislation shall be deemed incorporated herein. The Hague Rules for COGSA 1936 if this Bill of Lading is subject to U.S. Isw) shall apply to the carriage of Sociation shall be deemed incorporated herein. The Hague Rules for COGSA 1936 if this Bill of Lading is subject to U.S. Isw) shall apply to the carriage of Sociation shall apply to the subject to U.S. Isw) shall apply to the lague Rules for COGSA 1936 if this Bill of Lading is subject to U.S. Isw) shall apply to all Goods the properties of the Computer of the Computer of the Computer of the CodS during any period prior to loading on or after discharge from the vessel, the Carrier's responsibility applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel, the Carrier's responsibility shall be subject to COGSA 1936.

(2) the Carrier shall be entitled (and nothing in this Bill of Lading, shall instead the shall carrier to the United States of America.

(2) the Carrier shall be entitled (and nothing in this Bill of Lading, shall instead of States of America and amendments thereto and where applicable any provisions of the laws of the United States of America.

(3) Save where the Hague or Hague-Kirsh Rules apply by reason of (1) above, this Bill of Lading shall the effect subject to any national law in force at the port of the computer of

Rules compulsorily applicable to this Bill of Lading in which case this Bill of Lading shall have effect subject to the Hamburg Rules which shall nullify any stipulation derogating therefrom to the detriment of the shipper or consignee.

11. LIMITATION AMOUNT

11. When the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such the contractor should have been so delivered.

(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there be no such price, according to the current ramket price, or, if there be no commodity exchange price or current market price, or, if there be no commodity exchange price or current market price, or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and qualify.

(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2 SDRs per kilo of the gross weight, or 666.67 SDRs per package or unit, as a state of the commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and qualify.

(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2 SDRs per kilo of the gross weight, or 666.67 SDRs per package or unity as a state of the commodity exchange price or current market price, by reference to the commodity exchange price or current market price, by reference to the commodity exchange price or commodity exchange to or in conection with the Goods in an amount per package or shippi

perein be construed to be a waiver of limitation as to Goods shipped in bulk.

12. DELAY, CONSEQUENTIAL LOSS, ETC.

(1) Arrival times are not quaranteed by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the Goods, the liability of the Carrier shall be limited to two and a half times the freight payable for the goods delayed but not exceeding the total freight payable under the contract of carriage or the value of the Goods as determined in Clause 11 will be considered the contract of carriage or the value of the Goods as determined in Clause 11 will be considered to the contract of the Goods and the contract of the Goods, the condition of the Goods, whenescever and wherescever arising (whether or not the carriage has commenced) the Carrier may:

(a) without notice to the Merchant abandon the carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall can be Carriage under (a) above, continue the carriage. In any event the Carrier shall be entitled to full charges on Goods received for carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

(3) The liability of the Carrier in respect of the Goods shall cose on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any Government or Authority or any person acting or purporting to act as or on behalf of such Government or Authority.

13. DEFENCES The defences and

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

ALIABILITY OF OTHER PRESONS

(1) Any person or vessel whatspewer, including but not limited to, the Carrier's servants or agents, any independent contractor or his servants or agents, any independent contractor or his servants or agents, and all others by whom the whole or any part of the contract evidenced by this Bill of bading, whether directly or indirectly, is procured, performed or undertaken, shall have the benefit of all provisions in this Bill of Lading benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

For a provision of the provision of the

15. METHOD AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time, with or without notice to the Merchant, use any means of transport or storage whatsoever; load or carry the Goods on any vessel whether named on the front hereof or not, stow the Goods, whether container isad or not, on or under deck; transfer the Goods from one conveyance to another

including transhipping or carrying the same on a vessel other than that named on the front hereof or by any other means of transport whatsoever; at any place unpack or remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place; comply with any orders or recommendations given by any Government or Authority or any person or body acting or purporting to act as or on behalf of such Government or Authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to two or be towed or be dry-docked; permit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or walkies stores and sail armed or unarmed (2) The liberties set out in paragraph (1) of this Cause may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with paragraph (1) of this Cause or any delay arising there from shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

16. DELIVERY

If delivery of the Goods or any part thereof is not taken by the Merchant, at the time and places when and where the Carrier is entitled to call upon the Merchant to take delivery thereon, the Carrier shall be entitled to store the Goods or any part thereof at the sole risk of the Merchant, where upon the liability of the Carrier in respect of the Goods or that part thereof stored a sloresaid (as the case may be) shall wholly cease and the cost of such storage (if paid by or payable by the Carrier in the Carrier of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier.

17. BOTH-TO-BLAME COLLISION

17. BOTH-TO-BLAME COLLISION

If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charteer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefron) any vessel or operson in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object, or the owner of, charteer of or person responsible for the non-carrying vessel or object and set off, recoupled or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

carrying vessel or her owners or charterers.

18. FREIGHT AND CHARGES

(1) Freight shall 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 even the sill of Lading are to be paid in the currency named in the Bill of Lading, or at the carrier's option in the currency of the country of dispatch or destination at the highest rate of exchange for Bankers payable at destination on the behavior of the country of dispatch or destination at the highest rate of exchange for Bankers payable at destination on the day when the Merchant is notified of arrival of the Goods there or on the day of withdrawal of the diverse or the display of the d

nature caused by war, wantike operations, epidemics, strikes, governments of rorre majeure.

(5) The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurement or value of the Goods but the Carrier reserves the right to have the contents inspected and the weight, measurement and value verified. If on such inspection it is found the declaration is not correct it is agreed that a sum equal either to five times the difference between the correct figure and the Freight charged, or to double the correct Freight less the Freight charged which keep round is the major of the sum of the correct freight less the Freight charged which were sum is the smaller, shall be payable as liquidated damage to the Carrier for his inspection costs and losses of Freight on other Goods notwithstanding any other sum having been stated on the Bill of Lading as Freight payable.

19. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

20. GENERAL AVERAGE
(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1994 at any place at the option of the Carrier and the amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Herchant shall provide such security as may be required by the Carrier in this connection.

Carrier in this connection.

(2) Notwithstanding. (1) above, the Merchant. shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a security as may be required by the Carrier in this connection. Shall provide such security as may be required by the Carrier in this connection. (3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

21. NOTICE
Unless notice of loss or damage to the Goods and general nature of it be given in writing to the Carrier or the persons referred to in paragraph 2 of Clause 5 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 thereto under this Bill of Lading, or if the loss or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.

22. NON DELIVERY

If this Bill of Lading is issued evidencing the Carriers Contract of Carriage by
Combined Transport, failure to effect delivery within 90 days after the expiry of a
time limit agreed and expressed herein or, where no time limit is agreed and so
expressed, failure to effect delivery within 90 days after the time it would be
reasonable to allow for diligent completion of the combined transport operation
shall, in the absence of the evidence to the contrary, give to the party entitled to
receive delivery, the right to treat the Goods as lost.

23. TIME BAR
The Carrier shall be discharged of all liability under the Terms and Conditions of this Bill of Lading, unless suit is brought within nine months after
(1) the delivery of the Goods, or
(2) the date when the Goods should have been delivered, or
(3) the date when the Goods should have been delivered, or
(3) the date when in accordance with Clause 22, failure to deliver the Goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost. In the event that such time period covered by such Convention or law shall then apply but in that circumstance only.

24. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

25. PARTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any
court or regulatory or self regulatory agency or body, such invalidity or
unenforceability shall attach only to such provision. The validity of the remaining
provisions shall not be affected thereby and this Bill of Lading contract shall be
carried out as if such invalid or unenforceable provision were not contained therein.

26. MODIFIED COMBINED TRANSPORT CLAUSE.

10 ms of a combined transport carriage to or from
1. Australia
2. C I S Countries
3. the Continent of Africa
4. the Middle East which, for the purposes of this Bill of Lading only, is expressly

defined as: Afghanistan, Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi

Adjanatsan, partiant, gypt, jran, jordan, juxtant, Lebonon, unlan, quarr, studing Arabia, jurkey, United Arab Emirators and Venen Arab Republic.

5. India, Pakistan, Bangladesh and Sri Lanka

6. The Peoples Republic of China the responsibility of the Carrier prior to loading and subsequent to discharge from the vessel at a port of loading or discharge to or form such places, notwithstanding the provisions of \$(2) above, the provisions of \$(3) above will apply in that when the stage of carriage where the loss or damage occurred is known and the Carrier has sub-contracted that stage, the Carrier shall have the full benefit of all rights, limitations and exclusions of liability available to such sub-contractor in the Contract between the Carrier and such sub-contractor and in any law, statute or regulation and the liability of the Carrier shall not exceed the amount recovered, if any, by the Carrier from such sub-contractor.