

**SHIPPER**  
SAMSUNG ELECTRONICS CO., LTD  
129, SAMSUNG-RO, YEONGTONG-GU  
SUWON 16677  
GYEONGGI-DO SOUTH KOREA

**COMBINED TRANSPORT  
BILL OF LADING**

BL NO.  
ISAS1023



**GREEN GLOBE LINE CO., LTD**

**CONSIGNEE**  
ELECTIS 1 2007 LTD.  
30 SHESHET HAYAMIM ST.  
BNEI BRAK  
BNEI BRAK  
VAT 513914481

**NOTIFY PARTY**  
ELECTIS 1 2007 LTD.  
30 SHESHET HAYAMIM ST.  
BNEI BRAK, 5120261, ISRAEL

**PARTY TO CONTACT FOR CARGO RELEASE**

TOTAL CARGO LTD  
1, B.S.R. BUILDING, BEN-GURION,  
BNEI BRAK, ISRAEL. VAT No. 513-211-789

TEL : 972 08-8517902  
FAX : 972 (0)3-5777559

| PLACE OF RECEIPT  | PORT OF LOADING   |
|-------------------|-------------------|
| BUSAN, KOREA      | BUSAN, KOREA      |
| OCEAN VESSEL      | VOY. NO.          |
| MSC ZOE           | GT527W            |
| PORT OF DISCHARGE | PLACE OF DELIVERY |
| ASHDOD, ISRAEL    | ASHDOD, ISRAEL    |

★ FINAL DESTINATION (FOR THE MERCHANT'S REFERENCE ONLY)

| CONTAINER NO. SEAL NO.<br>MARKS AND NUMBERS   | NUMBER OF<br>CONTAINERS<br>OR PACKAGES | KIND OF PACKAGES:DESCRIPTION OF GOODS  | GROSS WEIGHT | MEASUREMENT |
|---|--|--|--------------|-------------|
| D/O No 7294288109<br>BYUER ELECTIS 1 2007 LTD | 4 PLTS                                 | SAID TO CONTAIN:<br>- ATTACHED RIDER - | 279.300KGS   | 4.650CBM    |
| MSMU4868760/FJ24480562/40`HG                  |  |  |              |             |
| CFS/CFS                                       |  | "FREIGHT PREPAID"                      |              |             |

**C O P Y  
NON-NEGOTIABLE**

**SURRENDERED**

**TOTAL NUMBER OF CONTAINERS OR OTHER  
PACKAGES OR UNITS RECEIVED BY  
GREEN GLOBE LINE CO., LTD IN WORDS**

SAY : FOUR (4) PLTS ONLY.

| FREIGHT AND CHARGES                       | REVENUE TONS | RATE | PER | RECEIVED in apparent good order and condition except as otherwise noted the total number of<br>Containers or other packages or units shown below(*) for transportation from the place of receipt or<br>the port of loading to the place of delivery or the port of discharge subject to the term hereof.<br>One of the original bills of Lading must be surrendered duly endorsed in exchange for the Goods<br>or Delivery Order.   |
|---|--------------|------|-----|---|
| 출항일 기준 배송비는 운송 계약<br>출항일 주말일 경우 그 전 금요일 환 |              |      |     | In accepting this Bill of Lading, the Merchant (as defined by Clause 1 on the back hereof) agrees<br>all the stipulations, to be bound by exceptions, terms and conditions on the face and back hereof,<br>whether written, typed, stamped or printed, as fully as if signed by the Merchant, any local custom<br>or privilege to the contrary notwithstanding, and agrees that all agreements or freight engagements<br>for and in connection with the transport of the Goods are superseded by this Bill of Lading<br>In witness whereof, the undersigned, on behalf of Green Globe Line, has signed the number of<br>Bill(s) of Lading stated below, all of this tenor and date, one of which being accomplished, the<br>other(s) to stand void. |

**PREPAID** **COLLECT**

| EXCHANGE RATE                    | PREPAID AT                         | PAYABLE AT                                    | PLACE AND DATE OF ISSUE                        |
|----------------------------------|------------------------------------|---|--|
|                                  | SEOUL, KOREA                       |   | SEOUL, KOREA JUL.20,2025                       |
|                                  | TOTAL PREPAID IN NATIONAL CURRENCY | NUMBER OF ORIGINAL BILLS OF LADING<br>ZERO(0) | <b>GREEN GLOBE LINE CO., LTD</b><br>AS CARRIER |
| <b>LADEN ON BOARD THE VESSEL</b> |                                    |   |  |
| DATE                             | JUL.20,2025                        | <b>SIGNATURE</b>                              | B Y  |

SEE CONDITIONS OF CARRIAGE AND OTHER CONDITIONS ON REVERSE

- ATTACHED RIDER -

Vessel/Voy:MSC ZOE GT527W

B/L No.:ISAS1023

VG-LFR33FWL/EN  
WALLMOUNT,LFR33FWL,NETHERLANDS

VG-LFR33FWL/EN  
VG-LFR33FWL/EN  
H.S : 7616999090000010

VG-LFR44FWL/EN  
WALLMOUNT,LFR44FWL,NETHERLANDS

VG-LFR44FWL/EN  
VG-LFR44FWL/EN  
H.S : 7616999090000020

VG-LFR52FWL/EN  
WALLMOUNT,LFR52FWL,NETHLANDS

VG-LFR52FWL/EN  
VG-LFR52FWL/EN  
H.S : 7616999090000030

VG-LFR53FWL/EN  
WALLMOUNT,LFR53FWL,NETHLANDS

VG-LFR53FWL/EN  
VG-LFR53FWL/EN  
H.S : 7616999090000040

1. (Definition) In this Bill of Lading the term Carrier refers to GREEN GLOBE LINE the word 'merchant' includes the shipper, consigner, consignee, Owner and receiver of the goods and the holder of this Bill of Lading, the word 'goods' means the cargo described on this Bill of Lading and, if the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchant, includes the container as well; the word 'vessel' includes vessel, ship, flatcar, lighter or other means of transport which is or shall be substituted, in whole or part, for a vessel named on the face hereof.
2. (Clause Paramount) As far as this Bill of Lading covers the carriage of goods by water, this Bill of Lading shall have effect subject to the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on August 25, 1924, unless it is adjudged that any other legislation of a similar nature compulsorily applies to this Bill of Lading, in which case it shall have effect subject to the provisions of such legislation and said Act, or Legislation (hereinafter called Hague Rules legislation) shall be deemed to be incorporated herein. If any provision of this Bill of Lading is held to be repugnant to any extent to the Hague Rules Legislation or any other laws, statutes or any regulations applicable to the contract evidenced by this Bill of Lading, such provision shall be null and void to such extent but no further.
3. (Sub-contracting) The Carrier shall be entitled to sub-contract on any terms the whole and any part of the handling, storage or carriage of the goods and any and all ditties whatsoever undertaken by Carrier in relation to the goods. The Merchant shall indemnify the Carrier against claims which may be made upon the Carrier by any servant, agent or sub-contractor of the Carrier in relation to the claim against any such person made by the Merchant. Without prejudice to the foregoing, every such servant, agent and sub-contractor shall have the benefit of all provisions herein for the benefit of the Carrier as if such provisions were expressly for their benefit, and in entering into this contract the Carrier to the extent of those provisions. Does so not only on his own behalf but also as agent and trustee for such servants, agents and sub-contractors.
4. (Route of Carriage) (1) The goods may, at the Carrier's absolute discretion, be carried by the vessel and/or any other means of transport by water, land or air and by any route whatsoever whether or not such route is the direct advertised or customary route. (2) The vessel shall have liberty to call and/or stop at any port or places in or out of the direct, advertised or customary route once or more often and in any order whatsoever for the purpose of loading and/or unloading at any port(s) or place(s) whether scheduled or not. (3) The vessel shall have liberty to add, omit, pass go on dry dock or ways, or to repair yards, whilst berths take fuel or stores, remain in port, call at or without pilots low or be lowered and save life or attempt to save life or property. (4) Any action taken by the Carrier under this Article shall be deemed to be included within the contractual carriage and such action or delay resulting therefrom shall not be deemed to be a deviation. Should the Carrier be held liable in respect of such action, the Carrier shall be entitled to the full benefit of all privileges, rights and immunities contained in this Bill of Lading.
5. (Responsibility) (1) The Carrier shall be responsible for loss of or damage to the goods occurring between the time when the goods are received by the Carrier at the place of receipt or port of loading and the time of delivery by the Carrier at the port of discharge or place of delivery. (2) The carrier shall, however, be relieved of responsibility for any loss or damage arising or resulting from (a) the wrongful act or neglect of the Merchant or any persons acting on behalf of the Merchant; (b) compliance with the instructions of the Merchant or any persons action on behalf of the Merchant; (c) handing loading or unloading of the goods; (d) the lack of or insufficiency of or the defective condition of packing of the goods; (e) inherent defect, quality or condition of the goods by the Merchant or any persons acting on behalf of the Merchant; (f) latent defect; (g) strikes of labour, stoppage or restraint of labour from whatever cause, whether partial or general; (h) latent defect; in any vessel, vehicle, equipment, machinery, cargo carrying equipment or other plant or equipment, premises whatsoever, not deliverable by due diligence, or by the exercise of reasonable diligence. (3) In case it is established by the Merchant that loss or damage to the goods occurred during the period prescribed in paragraph (1) hereof the Carrier shall subject to the provisions of the Bill of Lading be responsible for such loss or damage to the extent following but no further (i) with respect to loss or damage to the goods occurred during the period proscribed by the applicable Hague Rules Legislation as provided for in Article 2 hereof, (ii) with respect to loss or damage occurring during the period of carriage by rail at interior point(s) in Europe and U.S.R to the extent provided for in International Convention concerning The Carriage of Goods by Rail(CIM) made at Geneva on October 25, 1952 (iii) with respect to loss or damage occurring during the period of carriage by road at interior point(s) in Europe and U.S.R to the extent provided for in Convention of the contract of Goods by Road(CMR) made at Geneva, on May 19, 1996. (iv) with respect to loss or damage occurring during the loading, storage or carriage by road in Korea to the extent stipulated in the Harbour Transportation contract, General Terms of Warehouse Deposit Contract and/or Agreement of Forwarding by Motor Truck Road with the Ministry of Transport of Korea and the Carrier (v) as covered by preceding (i), (ii), (iii) & (iv) (vi) with respect to loss or damage occurring during the period of carriage by air of the goods by a sub-contractor or agent of the Carrier to the extent to which such sub-contractor or agent shall have been responsible to the Merchant if he had made a direct and separate contract with the Merchant in respect of such carriage, store or carriage. The terms and conditions of the said direct and separate contract can be obtained at the Carrier's office or post office of the Merchant. (4) In case it cannot be proved where the loss or damage occurred, the loss or damage shall be deemed to have occurred in the course of carriage by sea and the Carrier shall be responsible to the extent prescribed by the applicable Hague Rules Legislation. (5) Notwithstanding Article 5, (3) hereof the Carrier does not undertake that the goods shall arrive at the port of discharge or place of delivery at any particular time or in time to meet any particular marker or use and the Carrier shall not be responsible for any direct or indirect loss or damage which is caused through delay. (6) With respect to inland transportation in the U.S.A., the Carrier's responsibility is to procure such transportation and incidental services by carriers authorized by the competent governmental agencies to engage in such contracts and to guarantees the performance thereof by such carriers pursuant to the terms and provisions of their contracts and tariffs.
6. (Liabilities) (1) In any situation whatsoever whether or not existing or anticipated before commencement of or during the transit, when in the judgment of the Carrier (including for the purpose of this Article any person charged with the transport or safekeeping of the goods), (i) the given or is likely to give rise to danger, injury, loss, delay or disadvantage of whatsoever nature, to the Carrier or any person the goods or any property; or (ii) has rendered or is likely to render it in any way unsafe, impracticable or inconvenient for the Merchant or the Carrier or the Merchant to commence or continue the transport or to discharge the goods at the port of discharge or the delivery of the goods at the place of delivery by the route and in the manner originally intended by the Carrier, the Carrier(s) at any time shall be entitled to unpack the container(s) or otherwise dispose of the goods in such way as the Carrier may deem advisable at the risk and expense of the Merchant; and/or (b) before the goods are loaded on the vessel, a vehicle or other means of transport at the place of receipt or port of loading shall be entitled to cancel the contract of carriage without compensation and to require the Merchant to take delivery of them and upon his failure to do so, to warehouse, or place them anywhere at the risk and expense of the Merchant; and/or (c) if the goods are at a place awaiting transhipment shall be entitled to terminate the transport there and to store them at any place selected by the Carrier at the risk and expense of the Merchant; and/or (d) if the goods are loaded on the vessel, a vehicle or other means of transport whether or not approaching, entering or attempting to enter port of discharge or to reach the place of delivery by attempting or commencing to discharge shall be entitled to discharge the goods in any parts thereof at any port or place selected by the Carrier or to carry them back to the port of loading or place of receipt and there discharge them. Any action under (c) or (d) above shall constitute complete and final delivery and full performance of the contract and the Carrier thereafter be freed from responsibility hereunder. (2) The situations referred to in the preceding paragraph shall include, but shall not be limited to, those caused by the existence or apprehension of war declared or undeclared, acts of terrorism, acts of belligerent acts or operations, riots, civil commotions or other disturbance, closure of obstacle in or restriction on commerce, trading quarantine sanitary or other similar regulations or restrictions, strikes, lockouts or other labour trouble, weather, political general and whether or not involving employees of the Carrier or his sub-contractors, disruption of port, work stoppage or strike or any other place, shortage absence or obstruction of labour of facilities for loading, discharge, delivery or other handling of the goods, epidemics or diseases; bad weather, shallow water, ice, tides etc or other obstacles in navigation or haulage. (3) The Carrier shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise however given by the government on any nation or by any department or agency thereof, or by any committed or person having under the terms of any war risk insurance on the vessel, the right to give such orders or directions, and if by reason of and in compliance and the Carrier shall not be liable for any loss or damage to or expense with respect to the goods whatsoever, arising from compliance with any such orders or directions.
7. (Unknown Clause) Any reference on the face hereof to marks, numbers, description, quality, quantity, gauge, weight, measure, nature, kind, value and any other particular of the goods is as furnished by the Merchant, and the Carrier shall not be responsible for the accuracy thereof, the Merchant warrant to the Carrier that the particulars furnished by him are correct and shall indemnify the Carrier against all loss, damage expenses, liability, penalties and fine arising or resulting from inaccuracy thereof.
8. (Use of Container) Where the goods receipt of which is acknowledged on the face of this Bill of Lading are not already packed into container(s) at the time of receipt, the Carrier shall be at liberty to pack and carry them in any type of container(s).
9. (Container Packed by Merchant) If the cargo received by the Carrier is container(s) into which contents have been packed by or on behalf of the Merchant, (1) this Bill of Lading is prima facie evidence of the receipt only of the number of container(s) as shown on the face hereof, and the order and condition of the contents and any particulars thereof (including mark and numbers, number and kind of package or places, description, quality, quantity, gauge, weight, measure, nature, kind and value) are unknown to the Carrier, who accepts no responsibility in respect thereof, and (2) the Merchant warrants that the stowage of the contents of container(s) and their closing and sealing are safe and proper and also warrants that the container(s) and content thereof are suitable for handling and carriage in accordance with the same, including Article 11 in the event of the Merchant's breach of said warranties, the Carrier shall not be responsible for loss or damage to or in connection with the goods resulting from said breach and the Merchant shall be liable for loss or damage to or personal injury in consequence of any other accidents or events whatsoever and shall indemnify the Carrier against any kind of Carrier on account of the said accidents or events, and (3) the Merchant shall inspect the container(s) when the same are furnished by or behalf of the Carrier, and they shall be deemed to have been accepted by the Merchant at being in sound and suitable condition for the purpose of the transport contracted hereof, unless he gives notice to the contrary in writing to the Carrier, and (4) if the container(s) are delivered by the Carrier with seals intact, such delivery shall be deemed as full and complete performance of the Carrier's obligation hereunder and the Carrier shall not be liable for any loss or damage to the contents of the container(s), and (5) the Carrier shall be at liberty to open the container(s) and to inspect the contents of the container(s) without notice to the Merchant at such time and place on the Carrier may deem necessary and all expense incurred therefrom shall be borne by the Merchant in case the seal(s) of container(s) are broken by the customs or other authorities for inspection of the contents of the and the container(s). The Carrier shall not be liable for any loss damage expense or any other consequences arising or resulting therefrom.
10. (Dangerous goods Contraband) (1) The Carrier undertakes to carry the goods of an explosive, inflammable, radioactive, corrosive, damaging, noxious, hazardous, poisonous, injurious or dangerous nature only upon the Carrier's acceptance of a prior written application by the Merchant for the carriage of such goods. Such application must accurately state the fixture name, label and classification of the goods as well as the method of rendering them innocuous with the aid of any special processes to be the shipper and the consignee. (2) The Merchant shall undertake that the nature of the goods referred to in the preceding paragraph is distinctly, and permanently marked and manifested on the outside of the package(s) and container(s) and shall also undertake to submit the documents and certificates required by any applicable statutes or regulations or by the Carrier. (3) Whenever the goods are discovered to have been received by the Carrier without complying with the paragraph (1) or (2) above or the goods
- are found to be contraband or prohibited by any law or regulations of the port of loading discharge or call or any place or waters during the transport the Carrier shall be entitled to have such goods rendered innocuous, thrown overboard or discharged or otherwise disposed of at the Carrier's discretion without compensation and the Merchant shall be liable for and indemnify the Carrier against any kind of loss, damage or liability including loss of freight and any expense directly or indirectly arising out of or resulting from such goods. (4) The Carrier may exercise or enjoy the right or benefit conferred upon the Carrier under the preceding paragraph whenever it is apprehended that the goods received in compliance with paragraphs (1) and (2) above become dangerous to the Carrier, vessel cargo persons and/or other property. (5) The Carrier has the right to inspect the contents of the package(s) or container(s) at any time and anywhere without the Merchant's agreement but only at the risk and expense of the Merchant.
11. (Deck Cargo) (1) The Carrier has the right to carry the goods in container(s) under deck or on deck. (2) When the goods are carried on deck the Carrier shall not be required to specifically mark or stamp any statement on deck stowage on the face hereof, any custom or the contrary notwithstanding, and the goods so carried shall be subject to the applicable Hague Rules Legislation as provided for in Article 2 hereof, and shall be deemed to be carried under deck for all purposes including general average.
12. (Valuable Goods) The Carrier shall not be liable to any extent for any loss or damage to or in connection with platinum, gold, silver, jewellery, precious stones, precious metals, radiotopes, precious chemicals, bullion, specie, currency, negotiable instruments securities, writings, documents, pictures, embroideries, works of art, curios, heirlooms, collection of every nature of any other valuable goods whatsoever including goods having particular value only for the Merchant, unless the true nature and value of the goods have been declared in writing by the Merchant before receipt of the goods by the Carrier, and the same is inserted in this Bill of Lading and ad valorem freight has been prepaid thereon.
13. (Heavy Lift) (1) The weight of a single piece or package exceeding 2,240kgs. gross must be declared by the Merchant in writing before receipt by the Carrier and must be marked clearly and durably on the outside of the piece or package in letters and figures not less than two inches high. (2) In case of the Merchant's failure in his obligations under the preceding paragraph the Carrier shall not be responsible for any loss or damage to or in connection with the goods, and at the same time the Merchant shall be liable for loss or damage to any property or for personal injury arising as a result of the Merchant's said failure and shall indemnify the Carrier against any kind of loss or liability suffered or incurred by the Carrier as a result of such failure.
14. (Delivery by Marks) (1) The Carrier shall not be liable for failure of or delay in delivery in accordance with marks unless such marks shall have been clearly and durably marked on the outermost surface of the goods, packages and container(s) by the Merchant before they are received by the Carrier letters and numbers, but not less than two inches high, together with names of the port of discharge and place of delivery. (2) In no circumstances shall the Carrier be responsible for delivery in accordance with other than leading marks. (3) The Merchant's warranty to the Carrier that the marks on the goods, package(s) and container(s) correspond to the marks shown on this Bill of Lading and also in all respects comply with all laws and regulations in force at the port of discharge or place of delivery and shall indemnify the Carrier against all loss, damage, expenses, penalties and fines arising or resulting from incorrectness or incompleteness thereof. (4) Goods which cannot be identified as to marks and number, cargo sweepings, liquid residue and unclaimed goods not otherwise accounted for shall be allocated for the purpose of completing delivery to the various consignees of goods of like character, in proportion to any apparent shortage, loss of weight or damage and such goods or parts thereof shall be accepted as full and complete delivery.
15. (Delivery) (1) The Carrier shall have the right to deliver the goods at any time from or at the vessel's side, craft, custom-house, warehouse, wharf, quay or any other place or point designated by the Carrier within the geographical range of the port of discharge or place of delivery shown on the face hereof. (2) In any case Carrier's responsibility shall cease when the goods have been delivered to the Merchant, his agents or servants, inland carriers or any other persons engaged in the carriage of the goods at the delivering place designated by the Carrier. (3) If the goods are delivered to or taken into the custody of government officials, such action shall constitute complete and final discharge of the Carrier's obligation hereunder. (4) In case the freight received by the Carrier is container(s) into which contents have been packed by or on behalf of the Merchant, the Carrier shall be responsible for delivery of the total number of container(s) shown on the face hereof, and shall not be required to furnish any bill of lading and deliver the contents thereof in accordance with brands, marks, numbers, sizes or types of packages or pieces. (5) If the goods are unclaimed during a reasonable time, or whenever in the Carrier's opinion, the goods will become deteriorated, decayed or worthless, the Carrier may, at his discretion and subject to his men and without any responsibility attaching to him, sell, abandon or otherwise dispose of such goods solely at the risk and expense of the Merchant.
16. (Transhipment and Forwarding) (1) Whether arranged beforehand or not, the Carrier shall be at liberty without notice to tranship the goods wholly or partly by the name or any other vessel(s), craft or other means of transport, by water land or air, the Carrier may under any circumstances whatsoever discharge the goods or any part thereof at any port or place for transhipment and store, the same afloat or ashore and then forward the same by any means of transport. (2) In case the goods cannot be found at the port of discharge or place of delivery or if they be miscarried, they, when found, may be forwarded to their intended port of discharge or place of delivery at the Carrier's expenses but the Carrier shall not be liable for any loss, damage, delay or depreciation arising from such forwarding.
17. (Fire) The Carrier shall not be liable for any loss or damage whatsoever and wheresoever occurring by reason of any fire whatsoever, including that occurring before loading on or after discharges from the vessel, unless such fire shall have been caused by the actual fault or privity of the Carrier.
18. (Freight and Charges) (1) Freight may be calculated on the basis of the particulars of the goods furnished by the Merchant who shall be deemed to have guaranteed to the Carrier the accuracy of the contents, weight, measure or value as furnished by him, at the time of receipt of the goods by the Carrier, but the Carrier may, for the purpose of ascertaining the actual particulars, at any time, open the container(s) and/or package(s) and examine contents, weight measure and value of the goods at the risk and expense of the Merchant. In case of incorrect declaration of the contents, weight, measure or value of the goods, the Merchant shall be liable for and bound to pay to the Carrier the balance of freight between the freight charged and that which would have been due had the correct details been given, plus (a) and by way of liquidated and ascertained damages, a sum equal to the correct freight. (2) Full freight to the port of discharge or place of delivery named herein shall be considered as completely earned on receipt of the goods by the Carrier, whether the freight be stand as or intended to be prepaid or to be collected on arrival at the port. The Carrier shall be entitled to all freight and other charges due hereunder, whether actually paid or not, to whomsoever they may be payable under any circumstances whatsoever, whether the goods be lost or not. Full freight shall be paid on demand for undelivered goods. (3) The payment of freight and/or charges shall be made in full and in cash without any offset, counterclaim or deduction. (4) Freight and all other charges shall be paid in the currency named in this Bill of Lading at the rate of exchange, in other currency subject to the regulations of the freight conference concerned or custom at the place of port. (5) All dues, taxes and charges or other expenses in connection with the goods shall be paid by the Merchant. (6) The Merchant shall reimburse the Carrier in proportion to the amount of freight for any costs for deviation or delay or any increase of costs of what ever nature caused by war, warlike operations, epidemics, strikes, government directions or force majeure. (7) The shipper, consignee, owner of the goods and holder of this Bill of Lading shall be jointly and severally liable to the carrier for the payment of all freight and charges and for the performance of the obligation of each of them here under.
19. (Lien) The Carrier shall have a lien on the goods, which shall survive delivery for all freight, charges, expenses and any other sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and under any contract preliminary hereto and for the cost of receiving such freight, charges expenses, etc and may enforce this lien by public or private sale and without notice.
20. (Notice of Claim and Time for Suit) (1) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier at the port of discharge or place of delivery before or at the time of delivery of the goods or, if the loss or damage be not apparent, within 3 days after delivery, the goods shall be damaged to have been delivered as described in this Bill of Lading. (2) In any event the Carrier shall be discharged from all liability in respect of non-delivery, misdelivery, delay, loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered.
21. (Limitation of Liability) (1) All claims for which the Carrier may be liable shall be adjusted and settled on the basis of the Merchant's net invoice cost, plus freight and insurance premium, if paid in no event shall the Carrier be liable for any loss of profit or any consequential loss. (2) As far as the loss of or damage to or in connection with the goods occurred during the part of carriage to which the Hague Rules Legislation shall apply, (i) the Carrier shall not be liable for loss or damage in an amount exceeding three hundred dollars in U.S. currency (US\$300) per package or unit, unless the value of the goods higher than this amount has been declared in writing by the Merchant before receipt of the goods and inserted in this bill of Lading together with nature thereof and extra freight has been paid as required. If the actual value of the goods per package or unit exceeds such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value. In case the displayed value is markedly higher than the actual value, the Carrier shall in no event be paid less to pay any compensation, and (ii) where the cargo has been either packed into container(s) or units for the purpose of the application of the limitation of liability provided for herein.
22. (General Average) (1) General average shall be adjusted, stated and settled at Seoul or any other port or place at the Carrier's option according to the York-Antwerp Rules, 1950, and to matters not provided for by those Rules, the general average statement shall be prepared by the adjusters appointed by the Carrier. The general average statement shall be prepared by the adjusters appointed by the Carrier. Average of bond and such cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the goods, and any salvage and special charges thereon, and any other additional securities as the Carrier may require, shall be furnished by the Merchant to the Carrier before delivery of the goods. (2) In the event of accident, damage or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequence of which the Carrier is not responsible by statute, contract or otherwise, the goods and the Merchant shall jointly and severally contribute with the Carrier in general average to the payment of any sacrifices, loss or expense of a general average nature that may be made or incurred and shall pay salvage and special charge incurred in respect of the goods.
23. (Both to Blame Collision) If the vessel comes into collision with another ship as a result of the negligence of the other ship, and any act, neglect or default of the master, pilot or the servant of the owner of the vessel in the navigation or in the management of the vessel, the Merchant shall indemnify the Carrier against all loss or liability which might be incurred directly to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage to his goods or any claim whatsoever made by the other or non-carrying ship or her owners as their owners to the merchant and set-off recovered by the Merchant against the other or non-carrying ship or her owners as part of their claim against the carrying vessel or its owner thereby, the foregoing provisions shall also apply where the owners, operators or those in charge of any ship or objects other than or in addition to, the colliding ships or objects are at fault in respect of a collision of contact.
24. (Governing Law and Jurisdiction) The contract evidenced by or contained in this Bill of Lading shall be governed by Korean law except as may otherwise provided herein and any action thereunder shall be brought before the Seoul District court in Korea however, the Carrier may bring such action to another jurisdiction.

# COMMERCIAL INVOICE

Certificate No. : KRAEO1110026

| <b>Seller</b><br>SAMSUNG ELECTRONICS CO., LTD<br>129, SAMSUNG-RO, YEONGTONG-GU<br>SUWON 16677<br>GYEONGGI-DO SOUTH KOREA |                | <b>Invoice No. &amp; Date</b><br>9103598792                    03.JUL.2025                               |                 |                  |                      |
|--|----------------|--|-----------------|------------------|----------------------|
|  |                | <b>P0 no. &amp; Date</b><br>VD-SUWON-ACC-250515-ELECTIS  |                 |                  |                      |
|  |                | <b>Contract no. &amp; Date</b><br>VD-SUWON-ACC-250515-ELECTIS                    15.MAY.2025             |                 |                  |                      |
| <b>Consignee</b><br>ELECTIS 1 2007 LTD.<br>30 SHESHER HAYAMIM ST.<br>BNEI BRAK<br>BNEI BRAK                              |                | <b>Buyer</b><br>ELECTIS 1 2007 LTD<br>30 SHESHER HAYAMIM ST.<br>BNEI BRAK, ISRAEL<br>MR. DAVID BEN-SIMON |                 |                  |                      |
| <b>Notify Party</b><br>ELECTIS 1 2007 LTD.<br>30 SHESHER HAYAMIM ST.<br>BNEI BRAK, 5120261 , ISRAEL                      |                | <b>Remarks</b>   |                 |                  |                      |
| <b>Departure Date:</b> 20.JUL.2025<br>VESSEL/FLIGHT: MSC ZOE GT527W<br>FROM: BUSAN<br>TO: ASHDOD                         |                |  |                 |                  |                      |
| <b>Delivery and Payment Term</b><br>CIF ASHDOD<br>NET 90 DAYS FROM B/L DATE  |                | <b>Other References</b><br>Delivery No: 7294288109   |                 |                  |                      |
| <b>Country of origin</b>   |                |  |                 |                  |                      |
| Goods description  | Model code     | COO  | Quantity        | Unit price       | Amount               |
| WALLMOUNT, LFR33FWL, NETHERLANDS   | VG-LFR33FWL/EN | KR   | 5 Piece         | 747.000000 USD   | 3,735.00 USD         |
| WALLMOUNT, LFR44FWL, NETHERLANDS   | VG-LFR44FWL/EN | KR   | 2 Piece         | 1,146.000000 USD | 2,292.00 USD         |
| WALLMOUNT, LFR52FWL, NETHERLANDS   | VG-LFR52FWL/EN | KR   | 4 Piece         | 842.000000 USD   | 3,368.00 USD         |
| WALLMOUNT, LFR53FWL, NETHERLANDS   | VG-LFR53FWL/EN | KR   | 2 Piece         | 902.000000 USD   | 1,804.00 USD         |
| <b>TOTAL</b>   |                |  | <b>13 Piece</b> |                  | <b>11,199.00 USD</b> |

### Shipping Mark

E/D INV.NO: 7294288109

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SAMSUNG ELECTRONICS CO., LTD.

Young Hyun Jun, Vice Chairman & CEO

Signed by \_\_\_\_\_



# PACKING LIST

**SAMSUNG**

Certificate No. : KRAEO1110026

| Seller<br>SAMSUNG ELECTRONICS CO., LTD<br>129, SAMSUNG-RO, YEONGTONG-GU<br>SUWON 16677<br>GYEONGGI-DO SOUTH KOREA | Packing List No. & Date<br>9103598792   | 03.JUL.2025     |                   |                   |                  |
|---|---|-----------------|-------------------|-------------------|------------------|
|   | PO no. & Date<br>VD-SUWON-ACC-250515-ELECTIS  |                 |                   |                   |                  |
|   | Contract no. & Date<br>VD-SUWON-ACC-250515-ELECTIS  | 15.MAY.2025     |                   |                   |                  |
| Consignee<br>ELECTIS 1 2007 LTD.<br>30 SHESHET HAYAMIM ST.<br>BNEI BRAK<br>BNEI BRAK                              | Buyer<br>ELECTIS 1 2007 LTD<br>30 SHESHET HAYAMIM ST.<br>BNEI BRAK, ISRAEL<br>MR. DAVID BEN-SIMON |                 |                   |                   |                  |
| Notify Party<br>ELECTIS 1 2007 LTD.<br>30 SHESHET HAYAMIM ST.<br>BNEI BRAK, 5120261 , ISRAEL                      | Remarks   |                 |                   |                   |                  |
| Departure Date: 20.JUL.2025<br>VESSEL/FLIGHT: MSC ZOE GT527W<br>FROM: BUSAN<br>TO: ASHDOD                         |   |                 |                   |                   |                  |
| Delivery and Payment Term<br>CIF ASHDOD<br>NET 90 DAYS FROM B/L DATE  | Other References<br>Delivery No: 7294288109   |                 |                   |                   |                  |
| Country of origin   |   |                 |                   |                   |                  |
| Goods description   |   |                 |                   |                   |                  |
| Model code  | COO   | Quantity        | NetWeight         | GrossWeight       | Measurement      |
| WALLMOUNT,LFR33FWL,NETHERLANDS<br>VG-LFR33FWL/EN  | KR  | 5 Piece         | 58.500 KG         | 100.500 KG        | 1.878 CBM        |
| WALLMOUNT,LFR44FWL,NETHERLANDS<br>VG-LFR44FWL/EN  | KR  | 2 Piece         | 32.200 KG         | 54 KG             | 0.985 CBM        |
| WALLMOUNT,LFR52FWL,NETHERLANDS<br>VG-LFR52FWL/EN  | KR  | 4 Piece         | 46.400 KG         | 77.599 KG         | 1.035 CBM        |
| WALLMOUNT,LFR53FWL,NETHERLANDS<br>VG-LFR53FWL/EN  | KR  | 2 Piece         | 29.200 KG         | 47.201 KG         | 0.752 CBM        |
| <b>TOTAL</b>  |   | <b>13 Piece</b> | <b>166.300 KG</b> | <b>279.300 KG</b> | <b>4.650 CBM</b> |
| Total Package: 4 Pallet   |   |                 |                   |                   |                  |

E/D INV.NO: 7294288109

### Shipping Mark

////////// END OF DATA //////////

SAMSUNG ELECTRONICS CO., LTD.

Young Hyun Jun, Vice Chairman & CEO

Signed by \_\_\_\_\_