



Invoice

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11 July 2025

ICI No.: 5100-G-INV-48989990
Invoice No.: CH4798963

Seller COM 5100

IKEA Supply AG

Grüssenweg 15
4133 Prattein

SWITZERLAND

Tax Reg. No.: CHE106816182MWST (Country: CH)

Buyer COM 7023

Northern Birch Ltd

1 Giboray IS
4250401 Netanya

ISRAEL

Tax Reg. No.: 512536210 (Country: IL)

Consignor SUP 21675

Padma Art Sp. z o.o. Sp. Komandytowa

Ul.Wojska Polskiego 118 E
16-400 Suwalski / Podlaskie
POLAND

Dispatch Date: 11 July 2025
Delivery Term: CPT PORT ISRAEL
CsmNo.: 21675-SUP-25PAEC203400

Consignee STO 318

Northern Birch Ltd.
Poleg Industrial Zone
1 Giboray IS
4250401 Netanya / Heifa
ISRAEL

Total net weight (KGM): 500,8
Total gross weight (KGM): 567,99
Total gross volume (m³): 3,862

Bill of Lading: MEDUYK320719
Loading unit ID: MSNU5393050
Shipment No.:
Colli / Pieces: 7 / 719,00

Currency: EUR
Payment Cond.: CASH NET PAYABLE UNTIL THE SECOND BUSINESS DAY OF SECOND MONTH FROM INVOICE DATE

#	ArtNo.	Art. Description	Quantity	Price	Total
	Tariff-No.	Country	Sup.	Net Weight	Gross Weight
1	40479216	VÄSTANHED frame 20x25 white	90	2,66	239,40
	44149000000	PL	21675	0,945 (KGM)	1,00122 (KGM)
2	50404032	KOMPL insert w 4 comp 25x53x5 light grey	168	6,27	1.053,36
	44209000007	PL	21675	0,8 (KGM)	1,00357 (KGM)
3	50427284	KNOPPÄNG frame 21x30 white	352	1,57	552,64
	44149000000	PL	21675	0,40199 (KGM)	0,44315 (KGM)
4	60427330	EDSBRUK frame 50x70 white	24	7,79	186,96
	44149000000	PL	21675	2,30292 (KGM)	2,56 (KGM)
5	60459118	SANNAHED frame 25x25 black	72	2,79	200,88
	44149000000	PL	21675	0,83097 (KGM)	0,89597 (KGM)
6	80528168	SANNAHED frame 50x50 white	13	6,42	83,46
	44149000000	PL	21675	1,90385 (KGM)	2,10308 (KGM)

Tariff No.	Country of Origin	Quantity (PCE)	Volume (m³)	Net Weight (KGM)	Gross Weight (KGM)	Net Amount (EUR)
44149000000	PL	551	2,206	366,4	399,39	1.263,34
44209000007	PL	168	1,656	134,4	168,6	1.053,36
Totals		719	3,862	500,8	567,99	2.316,70

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Invoice

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11 July 2025

ICI No.: 5100-G-INV-48990115
Invoice No.: CH4798967

Seller COM 5100

IKEA Supply AG

Grüssenweg 15
4133 Pratteln

SWITZERLAND

Tax Reg. No.: CHE106816182MWST (Country: CH)

Buyer COM 7023

Northern Birch Ltd

1 Giboray IS
4250401 Netanya

ISRAEL

Tax Reg. No.: 512536210 (Country: IL)

Consignor SUP 22846

PADMA SP. Z O.O. SP. KOMANDYTOWA

Wojska Polskiego 118E
16-400 Suwalski / Podlaskie
POLAND

Dispatch Date: 11 July 2025
Delivery Term: CPT PORT ISRAEL
CsmNo.: 22846-SUP-25P3EC203401

Consignee STO 318

Northern Birch Ltd.
Poleg Industrial Zone
1 Giboray IS
4250401 Netanya / Heifa
ISRAEL

Bill of Lading: MEDUYK320719
Loading unit ID: MSNU5393050
Shipment No.:
Colli / Pieces: 49 / 1.026,00

Total net weight (KGM): 8.026,08
Total gross weight (KGM): 8.564,27
Total gross volume (m³): 47,21

Currency: EUR
Payment Cond.: CASH NET PAYABLE UNTIL THE SECOND BUSINESS DAY OF SECOND MONTH FROM INVOICE DATE

#	ArtNo. Tariff-No.	Art. Description Country	Sup.	Net Weight	Quantity	Price	Total
						Gross Weight	
1	00566395 44149000000	RÖDALM frame 30x40 oak effect PL	22846	0,749 (KGM)	80	3,20 0,86463 (KGM)	256,00
2	10454279 70099200001	TOFTBYN mirror 75x165 black PL	22846	14,50231 (KGM)	78	37,18 15,39462 (KGM)	2.900,04
3	10548909 44149000000	RÖDALM frame 40x50 birch effect PL	22846	1,104 (KGM)	40	4,90 1,27025 (KGM)	196,00
4	20566403 44149000000	RÖDALM frame 61x91 oak effect PL	22846	2,403 (KGM)	20	10,26 2,76 (KGM)	205,20
5	30295656 44149000000	FISKBO frame 21x30 black PL	22846	0,29902 (KGM)	264	1,10 0,32572 (KGM)	290,40
6	50459147 70099200001	TOFTBYN mirror 75x165 white PL	22846	14,50231 (KGM)	442	36,00 15,39462 (KGM)	15.912,00
7	70246386 94039100006	KOMPL p-out tray 100x58 white PL	22846	4,24 (KGM)	22	17,05 5,16 (KGM)	375,10
8	70548925 44149000000	RÖDALM frame 50x70 black PL	22846	1,69 (KGM)	20	7,18 1,955 (KGM)	143,60
9	80548944 44149000000	RÖDALM frame 70x100 white PL	22846	2,956 (KGM)	20	11,87 3,354 (KGM)	237,40
10	90548929 44149000000	RÖDALM frame 50x70 white PL	22846	1,69 (KGM)	40	7,18 1,955 (KGM)	287,20

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Tariff No.	Country of Origin	Quantity (PCE)	Volume (m³)	Net Weight (KGM)	Gross Weight (KGM)	Net Amount (EUR)
44149000000	PL	484	3,39	391,6	445,55	1.615,80
70099200001	PL	520	43,2	7.541,2	8.005,2	18.812,04
94039100006	PL	22	0,62	93,28	113,52	375,10
Totals		1.026	47,21	8.026,08	8.564,27	20.802,94

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**MEDITERRANEAN SHIPPING COMPANY S.A.**12-14, chemin Rieu - CH -1208 GENEVA, Switzerland
website: www.msc.com**SEA WAYBILL No.****MEDUYK320719****NOT NEGOTIABLE - COPY**

"Port-To-Port" or "Combined Transport"(see Clause 1)

NO.& SEQUENCE OF SEA WAYBILLS

Of One

NO. OF RIDER PAGES

0 Zero

SHIPPER:**PADMA SP. Z O.O. SP. KOMANDYTOWA
BRYLANTOWA 7
SUWALKI PLPD 16-400 PL****CARRIER'S AGENTS ENDORSEMENTS: (Include Agent(s) at POD)****SHIPPER'S LOAD, STOW AND COUNT; FCL/FCL, SAID TO CONTAIN**This carriage is subject to the MSC Sea Waybill or Bill of Lading Terms and Conditions found at the back of this document as well as to the MSC Agency Terms and Conditions available at www.msc.com/en/carrier-terms which are incorporated by reference.**... CONTINUED FROM NOTIFY PARTIES****IKEA Supply Services (Sweden) AB
VAESTERGATAN 10 B
AELMHULT S-343 81 SE**Email:
ocenneexport.controltoweroperations@inter.ike.comLloyd's/IMO Number: 9244881
A SIGNIFICANT EQUIPMENT IMBALANCE SURCHARGE PAYABLE AT DESTINATION APPLIES TO EACH CONTAINER CARRIED UNDER THIS CONTRACT OF CARRIAGE, IN ADDITION TO THE FREIGHT AND OTHER CHARGES. CONTACT YOUR MSC AGENT OR SEE WWW.MSC.COM FOR THE AMOUNT.DUE TO DANGER OF CONFISCATION, WARRANTED VESSEL IS NOT TO CALL AT PORTS AND NOT TO ENTER THE TERRITORIAL WATERS OF SYRIA, LEBANON, IRAQ, SUDAN OR LIBYA FROM THE MOMENT THE CONTAINERS UNDER THE ABOVE MENTIONED CONTRACT OF CARRIAGE
[Continued in the Description section]PORT OF DISCHARGE AGENT:
**MSC (Israel) Ltd. 157, Yaffo Street 34004
Haifa, 31339
Phone : +972 4 854 9000
Fax: +972 4 851 0161
Email: infofa@mscslsr.com****CONSIGNEE:**
**NORTHERN BIRCH LTD.
1 GIBORAY IS
NETANYA 4250401 IL**VAT NUMBER: 51253621
Email: ikescomps@segment.co.il

NOTIFY PARTIES : (No responsibility shall attach to Carrier or to his Agent for failure to notify - see Clause 20)

**NORTHERN BIRCH LTD.
1 GIBORAY IS
NETANYA 4250401 IL**VAT NUMBER: 51253621
Email: ikescomps@segment.co.il

CONTINUED IN CARRIER'S AGENTS ENDORSEMENTS...

VESSEL AND VOYAGE NO (see Clause 8 & 9)

MSC ARUSHI R. - NN529A

PORT OF LOADING

Gdynia

PLACE OF RECEIPT: (Combined Transport ONLY - see Clause 1 & 5.2)

XXXXXXXXXXXXXXXXXX

BOOKING REF.

(or)

SHIPPER'S REF.

PORT OF DISCHARGE

159IGD0036413**XXXXXXXXXXXXXXXXXX****Haifa, Israel**

PLACE OF DELIVERY : (Combined Transport ONLY - see Clause 1 & 5.2)

XXXXXXXXXXXXXXXXXX**PARTICULARS FURNISHED BY THE SHIPPER - NOT CHECKED BY CARRIER - CARRIER NOT RESPONSIBLE (see Clause 14)**

Container Numbers, Seal Numbers and Marks	Description of Packages and Goods (Continued on attached Bill of Lading Rider pages(s), if applicable)	Gross Cargo Weight	Measurement
	continued from Carrier's Agent Endorsements ARE LOADED IN THE PORT OF LOADING UNTIL THE SAID CONTAINERS ARE UNLOADED AT THE CONTRACTUAL PORT OF DISCHARGE, EXCEPT FOR DEVIATION ALLOWED UNDER ARTICLE 4.4 OF THE HAGUE/HAGUE-VISBY RULES OR IF IN DISTRESS OR SUBJECT TO FORCE MAJEURE		
MSNU5393050 40' HIGH CUBE	22 PACKAGE(S) IKEA home furnishing products 94039100	113.520 kgs.	0.620 cu. m.
Seal Number: 1532954 Tare Weight: 3,700 kgs.	520 PACKAGE(S) IKEA home furnishing products 70099200	8,005.200 kgs.	43.200 cu. m.
	1035 PACKAGE(S) IKEA home furnishing products 44149000	844.940 kgs.	5.596 cu. m.
	168 PACKAGE(S) IKEA home furnishing/ Total pieces: 1745/ Total pallets: 56 44209000	168.600 kgs.	1.656 cu. m.
	FREIGHT PAYABLE ELSEWHERE AT BASEL EXPRESS B/L - AUTOMATIC RELEASE		
	Total Items: 1745	Total :	9,132.260 kgs. 51.072 cu. m.

FREIGHT & CHARGES Cargo shall not be delivered unless Freight & Charges are paid(see Clause 16)

AS PER AGREEMENT

RECEIVED by the Carrier from the Shipper in apparent good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in box entitled "Carrier's Receipt" for carriage subject to all the terms hereof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable, IN ACCEPTING THIS SEA WAYBILL THE SHIPPER EXPRESSLY ACCEPTS AND AGREES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE CONSIGNEE, THE OWNER OF GOODS AND THE MERCHANT, AND WARRANTS HE HAS AUTHORITY TO DO SO, ALL THE TERMS AND CONDITIONS WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS SIDE AND ON THE REVERSE SIDE AND TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF AS IF THEY WERE ALL SIGNED BY THE SHIPPER.

Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the Consignee or his authorized representatives. This Sea Waybill is not a document of title to the Goods and delivery will be made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorization at the Port of Discharge or Place of Delivery, as appropriate, without the need to produce or surrender a copy of this Sea Waybill.

IN WITNESS WHEREOF the Carrier, Master or their Agent has signed this Sea Waybill.

DECLARED VALUE (Only applicable if Ad Valorem charges paid - see Clause 7.3)
XXXXXXXXXXXXXXXXXX

CARRIER'S RECEIPT (No. of Cntrs or Pkgs rcvd by Carrier - see Clause 14.1)

1 cntr

PLACE AND DATE OF ISSUE

**Gdynia
21-Jul-2025**

SHIPPED ON BOARD DATE

20-Jul-2025SIGNED on behalf of the Carrier MSC Mediterranean Shipping Company S.A.
by MSC POLAND SP. Z.O.O. As Agent



MEDITERRANEAN SHIPPING COMPANY S.A.

Terms and conditions of MSC Mediterranean Shipping Company S.A. Contract of Carriage continued from the front page.

CONTRACT OF CARRIAGE

1. DEFINITIONS

The following definitions shall apply in this Sea Waybill:

Carrier: means MSC Mediterranean Shipping Company S.A.,

COGSA: means the U.S. Carriage of Goods by Sea Act, 1936.

Combined Transport: means the Carrier has indicated on a Place of Receipt and/or a Place of Delivery on the front hereof in the relevant spaces: Combined Transport consists of a Port-to-Port carriage and Inland Transport.

Container: includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate Goods and/or contained or accompanied therewith.

Freight: means the cost of the freight and all charges and expenses whatever payable to the Carrier in accordance with the applicable Tariff and this Sea Waybill, including storage, per diem and demurrage.

Goods: includes the whole or any part of the cargo carried under this Sea Waybill, including any packing or packaging materials and Merchant owned or leased Container.

Hague Rules: means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25 August 1924, with the exception of Article 9, Hague Rules, Rules of Responsibility for Damage to Goods, as amended by the Protocol adopted at Brussels on 23 February 1968, and 21st December 1979 (SDR Protocol) where applicable.

Notwithstanding anything to the contrary herein it is expressly agreed that nothing herein shall contrarily apply the Hague-Visby Rules to this Sea Waybill and they shall apply only when combined with the law governing this Sea Waybill.

Inland Transport: means carriage during Combined Transport other than between the Port of Loading and the Port of Discharge.

Merchant: include the Shipper, Consignee, holder of this Sea Waybill, the receiver of the Goods and any Person owning, entitled to or claiming the possession of the Goods or of this Sea Waybill or anyone acting on behalf of or on Person.

Person: means an individual, corporation, company or any other legal entity.

Place of Delivery: means the place at which the Carrier has contracted to deliver the Goods, when such place is other than the Port of Discharge.

Place of Receipt: means the place at which the Carrier has contracted to receive the Goods, when such place is other than the Port of Loading.

Pomerenie Act: means the United States Federal Sea Waybill Act, 1916 49 U.S.C. 801 or any amendments thereto.

Port-to-Port carriage: means carriage between the Port of Loading and the Port of Discharge.

Subcontractor: includes but is not limited to the owners, charterers and operators of the Vessel(s) other than the Carrier, as well as stevedores, terminals and groupage operators, road and rail transport operators, port agents and any independent contractors employed by the Carrier performing the carriage, and any direct or indirect Subcontractors, servants and agents thereof, whether in direct contractual privacy or not.

Vessel: includes the vessel named herein or any substituted vessel, feeder vessel, lighter or other watercraft utilized by the Carrier for carriage by sea.

2. CONTRACTING PARTIES AND WARRANTY

The contract evidenced by this Sea Waybill is between the Carrier and the Shipper. The Shipper, who is the only party entitled to give the Carrier instructions in relation to this contract of carriage, undertakes to provide the Merchant and Consignee with the Consigned with a legible copy of all the Terms and Conditions of this Sea Waybill. The Shipper warrants that he or she as "Merchant" is jointly and severally liable towards the Carrier for all the various undertakings, responsibilities and liabilities of the Merchant under or in connection with this Sea Waybill and to pay the Freight due under it without deduction or set-off. The Shipper warrants that in agreeing to the terms and conditions in this Sea Waybill, he is the owner of the Goods or he does so with the authority of the owner of the Goods, or of the Person entitled to the possession of the Goods or of this Sea Waybill, or of the Merchant.

3. CARRIER'S TARIFFE

The terms and conditions of the Carrier's applicable Tariff are incorporated into this Sea Waybill. Particulars of the Tariff are drawn to terms and conditions concerning additional charges including demurrage, per diem, storage expenses and legal fees, etc. A copy of the applicable Tariff can be obtained from the Carrier or its agent upon request and the Merchant is deemed to know and accept such Tariff. In the case of any conflict or inconsistency between this Sea Waybill and the applicable Tariff, it is agreed that this Sea Waybill shall prevail.

4. SUBCONTRACTING AND INDEMNITY

4.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the carriage, including liability to further sub-contract.

4.2 The Merchant undertakes that any claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any Merchant, agent, or Subcontractor of the Carrier which imposes or attempts to impose upon any of them or any Vessel owned or chartered by any of them any liability whatsoever in connection with the Goods or the carriage of the Goods whether or not arising out of negligence on the part of such Person. If any such claim or allegation should nevertheless be made, the Merchant agrees that the Carrier and the Merchant shall be equally liable to the claimant but the Merchant, his or her agent or any such servant, agent or subcontractor shall have no benefit of all terms and conditions of whatsoever nature contained herein or otherwise benefitting the Carrier under this Sea Waybill, as if such terms and conditions were expressly for their benefit. In entering into this contract, the Carrier, to the extent of such terms and conditions, does so on its own behalf and also as agent and trustee for such servants, agents and Subcontractors.

4.3 The Carrier in clause 4.2, including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons chartering space on the Vessel.

4.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier or any Merchant imposed directly or indirectly by the Carrier and liability whatsoever in connection with the Goods or the carriage of the Goods other than in accordance with the terms and conditions of this Sea Waybill, whether or not arising out of negligence or misdevelony in the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

5. CARRIER'S RESPONSIBILITY

5.1 Port-to-Port carriage – If carriage under this Sea Waybill is Port-to-Port:

(a) The period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the moment that the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel.

(b) The Sea Waybill shall be subject to the Hague rules unless the governing law makes the Hague or the Hague-Visby Rules compulsorily applicable in which case the said Hague or Hague-Visby Rules will apply to this Sea Waybill only to the extent that they are compulsorily applicable.

(c) Notwithstanding the above, in case and to the extent that the governing law, or a contractual arrangement, or custom and practice, or any court or tribunal decision extends the Carrier's period of responsibility beyond the period of carriage by sea, the Carrier shall be responsible for the Goods for the period after discharge, including for misdelivery, then the Carrier shall have the benefit of every right, defence, immunity, limitation and liberty provided for in the Hague Rules during such additional period of responsibility, notwithstanding that the loss, damage or misdelivery occurred during the carriage by sea.

5.2 Combined Transport – The Carrier's liability for Combined Transport shall be as follows:

5.2.1 Where the loss or damage occurred during the Port-to-Port section of the carriage, the liability of the Carrier is in accordance with clause 5.1 above.

5.2.2 Where the loss or damage occurred during Inland Transport, the liability of the Carrier shall be determined:

(a) by the provisions contained in any international convention, national law or regulation applicable to the means of transport utilized; if such convention, national law or regulation would have been compulsorily applicable in the case where a separate contract had been made in respect to the particular stage of transport concerned, or

(b) where no international convention, national law or regulation would have been compulsorily applied to the contract of carriage issued by the Subcontractor carrier for that stage of transport, including any limitations and exceptions contained therein, which contract the Merchant and the Carrier adopt and incorporate by reference, it being agreed that the Carrier's rights and liabilities shall be the same as those of the Subcontractor carrier, but in no event whatsoever shall the Carrier's liability exceed GBP 100 sterling legal tender per package,

(c) if the applicable national convention, national law or regulation would have been compulsorily applicable and that the Carrier may not determine its liability, if any, by reference to the applicable Subcontractor's contract of carriage or where said Subcontractor carrier does not have a contract of carriage, then it is contractually agreed as between the Merchant and the Carrier that the Carrier's liability shall be determined as for the loss and/or damage complained of occurred during the Port-to-Port section of carriage, provided for in clause 5.1 above, but in no event whatsoever shall the Carrier's liability exceed GBP 100 sterling legal tender per package;

(d) if the place of loss or damage cannot be established by the Merchant, then the loss or damage shall be presumed to have occurred during the Port-to-Port section of carriage and the Carrier's liability shall be determined as provided at 5.1 above.

5.2.3 Where the loss or damage occurs for the Merchant which is not part of the carriage under this Sea Waybill is done under the Merchant's own responsibility, time, risk and expense and the Carrier acts as agent only for the Merchant.

5.3 Delivery to Customs or Port Authorities – Where any law or regulation applies at the Port of Discharge or Place of Delivery prior to delivery of the Goods to the Merchant or Consignee or may be effected by the carriage of the Goods either at the Port of Loading or Place of Delivery, nothing contained in this Sea Waybill shall affect the delivery of the Goods to the customs or port authorities shall be deemed to be lawful delivery of the Goods by the Carrier to the Merchant and the Carrier shall not be liable for any loss or damage to the Goods which occurs for any reason whatever after delivery of the Goods by the Carrier to the customs or port authorities.

5.4 Notwithstanding the application to this Sea Waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar convention or legislation, THIS SEA WAYBILL IS NOT A DOCUMENT OF TITLE TO THE GOODS.

6. U.S. TRADE CLAUSE

6.1 Notwithstanding the provisions of clause 5, for carriage to or from any port of the United States, its territories or possessions, or if suit is brought in the United States, this Sea Waybill shall have effect subject to the provisions of the COGSA and to the provisions of the Pomerenie Act regardless of whether said Act would apply of its own force. The provisions of the COGSA are incorporated herein and save as otherwise provided herein shall apply throughout the entire time the Goods are in the Carrier's custody, including being transhipped as well as being transported by land, air or sea, by the Carrier or any of its Subcontractors, including cargo carried on deck. Nothing contained herein is to be deemed a surrender by the Carrier of its rights, immunities, exemptions or limitations or an increase of any of its responsibilities or liabilities under the COGSA. Except for clause 5, every other term, condition, limitation, defence and liberty whatsoever contained in this Sea Waybill shall apply to carriage in the US Trade.

6.2 For carriage to or from any port under the COGSA, it is agreed that the meaning of the term "package" shall be any palletized and/or unitized assembly of carriage which has been palletized and/or unitized for the convenience of the Merchant, regardless of whether said pallet or unit is disclosed on the front hereof.

7. COMPENSATION AND LIABILITY PROVISIONS

7.1 Subject to the liability for general average as provided for herein, the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods, plus Freight and insurance if paid. If there is no invoice value of the Goods or if any such invoice is not bona fide, such compensation shall be calculated by reference to the market value of such Goods at the place and time they are delivered or should have been delivered to the Merchant. The market value of the Goods shall be fixed according to the current market price, by reference to the minimum value of goods of the same kind and/or quality.

7.2 Save as is provided in clause 7.3, if and to the extent the Hague Rules or Hague-Visby Rules are compulsorily applicable to the Carrier, the Carrier's liability for compensation in respect of loss of or damage to the Goods, plus Freight and insurance if paid, such compensation shall be in no event whatsoever exceed the amounts provided in the Hague Rules or Hague-Visby Rules, whichever are compulsorily applicable.

(b) if and to the extent the Hague Rules apply only contractually pursuant to clause 5, the Carrier's maximum liability shall in no event whatsoever exceed GBP 100 sterling lawful currency per package or unit.

7.2.2 Where COGSA applies by virtue of clause 6, neither the Carrier nor the Vessel shall in any event be or become liable in an amount exceeding US\$500 per package or per customary freight unit.

7.3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods. Higher compensation than that provided for in this Sea Waybill may be claimed only when, with the written confirmation of the Carrier, the value of the Goods declared by the Shipper upon delivery to the

Carrier has been stated by the Carrier in the box marked "Declared Value" on the front of this Sea Waybill and ad valorem charges paid. In that case, the amount of the Declared Value shall be substituted for the limits provided in this Sea Waybill. Any partial loss or damage shall be adjusted pro rata on the basis of such Declared Value.

7.4 Nothing in this Sea Waybill shall operate to limit or deprive the Carrier of any statutory protection, immunity, exemption or limitation of liability authorized by any applicable laws, statutes or regulations of any country or which would have been applicable in the absence of any of the terms set out in this Sea Waybill. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of the Vessel.

7.5 When any claim is paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all rights of the Merchant against any third party. The Merchant shall sign a subrogation receipt, release and indemnify immediately when requested by the Carrier.

8. SCOPES OF VOYAGE, DELAY, CONSEQUENTIAL DAMAGES

Call when the carrier contracted for may or may not include usual or customary or advertised ports of call which are used in this Sea Waybill contract or may include transport of the Goods to or from any port facility used in this Sea Waybill contract or may include transport of the Goods to or from any port facility including storage, handling, loading, unloading, transhipping or carrying of the Goods including, but not limited to off-dock storage.

The Carrier does not promise or undertake to load, carry or discharge the Goods on or by any particular Vessel, date or time. Advertised sailings and arrivals are only estimated times, and such schedules may be delayed, advanced or cancelled without notice. In no event shall the Carrier be liable for consequential damages or any delay in scheduled arrival or arrival of any Vessel or other conveyances used to transport the Goods or their contents.

If the Carrier should nevertheless be held legally liable for any such direct or consequential loss or damage caused by such alleged delay, such liability shall be limited to the extent of the Freight paid for the carriage.

9. METHODS AND ROUTES OF CARRIAGE

9.1 The Carrier may at any time and without notice to the Merchant:

(a) use any means of transport or storage whatever;

(b) transfer the Goods from one conveyance to another including transhipping or carrying the Goods on a Vessel other than the Vessel named on the front hereof or by any other means of transport whatever;

(c) sail without notice or delay in scheduled arrival or arrival of any Vessel or other conveyances used to transport the Goods or their contents;

(d) sail without notice or delay in scheduled arrival or arrival of any Vessel or other conveyances used to transport the Goods or their contents;

(e) comply with any orders or recommendations given by any government organization or by Person or Persons in charge of the Goods or their contents;

(f) load and unload the Goods at any port or place (whether or not such port is named on the front hereof as the Port of Loading or Port of Discharge) and/or store or forward the Goods at any such port or place, including but not limited to the use of off-dock storage at any port;

(g) make any changes in the route or in the order of sailing or in the order of delivery or in the order of arrival of the Goods or their contents;

(h) make any changes in the time of arrival or departure of the Goods or their contents;

(i) make any changes in the manner of delivery or in the manner of carriage;

(j) make any changes in the method of loading or unloading the Goods or their contents;

(k) make any changes in the method of transhipping or carrying the Goods or their contents;

(l) make any changes in the method of storage or handling the Goods or their contents;

(m) make any changes in the method of transport or carriage of the Goods or their contents;

(n) make any changes in the method of delivery of the Goods or their contents;

(o) make any changes in the method of presentation of the Goods or their contents;

(p) make any changes in the method of presentation of the Goods or their contents;

(q) make any changes in the method of presentation of the Goods or their contents;

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