ORIGINAL

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PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING Bill of Lading No. 1. Shipper (Insert Name, Address and Phone) Booking No. BYD (H.K.) CO., LIMITED. CSC45330607L03 NIL UNIT505-5105/FCOREBLDG 1E1SCIENCE PARK E AVE SCIENCE PARK PAK SHEK KOK TALPO NT **Export References** NIL Forwarding Agent and References 2. Consignee (Insert Name, Address and Phone) NII BYD AUTO DO BRASIL LTDA CNPJ (ID TAX) 50.351.104/0001-19 AV HENRY FORD, 2000, POLO INDUSTRIAL CAMAÇARI, 42.816-260, BAHIA ATTN: MRS.MARINA QUADROS Point and Country of Origin EMAIL: IMPORT. KD@BYD.COM NIL (It is agreed that no responsibility shall attached 3. Notify Party (Insert Name, Address and Phone) Also Notify Party-routing & Instructions to the Carrier or his agent for failure to notify) FWLOG BRASIL REPRESENTACOES LTDA. BYD ALITO DO BRASIL LTDA 330, DESEMBARGADOR FERREIRA COELHO ST., PRAIA DO SUA CNPJ (ID TAX) 50.351.104/0001-19 VITORIA ES, BRAZIL 29052-210 AV HENRY FORD, 2000, POLO INDUSTRIAL CAMAÇARI, 42.816-260, BAHIA TEL:+552721241654 ATTN: MRS.MARINA QUADROS EMAIL: IMPORTACAO@FWLOG.COM.BR EMAIL: IMPORT. KD@BYD. COM 5. Combined Transport* Place of Receipt 4. Combined Transport* Pre-Carriage by CHANGZHOU, CHINA Doc. Form No Service Contract No. 7. Port of Loading 6. Ocean Vessel Voy. No. NIL TAICANG, CHINA NII GREEN MUNGUBA 6 9. Combined Transport* Place of Delivery Type of Movement 8. Port of Discharge DR-CY SALVADOR, BRAZIL FCL/FCL SALVADOR, BRAZIL No. of Container Marks & No.s Description of Goods (If Dangerous Goods, See Clause 21) **Gross Weight** Measurement Container / Seal No. or Packages SEE ATTACHED Description of Contents for Shipper's Use Only (Not part of This B/L Contract) Declared Cargo Value US\$ N/A 10. Total Number of Containers and /or Packages (in words) SAY FORTY-SIX PACKAGES ONLY Subject to Clause 8 Limitation of Liability Amount Collect Freight & Charges Payable at / by 11. Freight & Charges Revenue Tons Rate Per Prepaid OCEAN FREIGHT USD 2752.37 USD 2752.37 COL 1/BILL COL THD BRL 1432.07 1/BILL BRL 1432.07 12. Applicable Law and Jurisdiction: Subject to Clause 27 Law and Jurisdiction. Received in external apparent good order and condition except as otherwise noted. The total number of the packages or Date Laden on Board 24 06 2025 units stuffed in the container, the description of the goods and the weights shown in this Bill of Lading are furnished by the merchants, and which the carrier has no reasonable means of checking and is not a part of this Bills of Lading contract. The Signed by carrier has issued 3 original Bills of Lading, all of this tenor and date, one of the original Bills of Lading must be TRANSHIPPING surrendered and endorsed or signed against the delivery of the shipment and whereupon any other original Bills of Lading shall be void.The merchants agree to be bound by the Terms and Conditions of this Bill of Lading as if each had personally Agenciamento/Marítimo Ltda signed this Bill of Lading. The complete Terms and Conditions for carriage including the Clause 8 Limitation of Liability and the exclusive Clause 27 Law and Jurisdition mentioned above shall refer to the reverse side of this Bill of Lading.*Applicable Wilsom Freitas Only When Document Used as a Combined Transport Bill of Lading



ORIGINAL

D# NO . 0004F0000071 00

DACE 2052

Marks & No.s Container / Seal No.	No. of Container, or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
V/M		ELECTRIC VEHICLE, MODEL:SEAGULL/ BYD MINI DOLPHIN, SKD (SEMI KNOCKED DOWN) INCLUDING: TWO-WAY CHARGING AND DISTRIBUTION ASSY. FRONT DRIVE ELECTRIC POWERTRAIN EQEA-4121010H_LEFT COMBINATION HEADLIGHT ASSEMBLY EQEA-4121020H_RIGHT COMBINATION HEADLIGHT ASSEMBLY NCM: 8703 WOODEN PACKAGE:PROCESSED 45 DAYS FREE TIME AT DESTINATION THE DELIVERY OF THE CONTAINER SHOULD BE SUBJECT TO THE SURRENDER OF ALL THE SPLIT B/LS WHICH INCLUDES CSC45330607L02/CSC45330607L03.		
TOTAL:	46 PACKAGE		10326.80 KGS	56.860 CE

SEKU6856997 / 105727 / 3700 KGS / COC / 4 PACKAGES / 40HC / 928.00 KGS / 3.720 CBM CAAU6217899 / 105731 / 3700 KGS / COC / 3 PACKAGES / 40HC / 696.00 KGS / 2.790 CBM GCXU6154881 / 111168 / 3700 KGS / COC / 1 PACKAGES / 40HC / 155.50 KGS / 1.870 CBM ESHU7260027 / 105583 / 3700 KGS / COC / 2 PACKAGES / 40HC / 464.00 KGS / 1.860 CBM XYLU1034866 / 111161 / 3800 KGS / COC / 2 PACKAGES / 40HC / 311.00 KGS / 3.740 CBM SEKU6732738 / 111167 / 3700 KGS / COC / 2 PACKAGES / 40HC / 311.00 KGS / 3.740 CBM FFAU4537182 / 111170 / 3700 KGS / COC / 4 PACKAGES / 40HC / 928.00 KGS / 3.720 CBM FFAU5206682 / 105716 / 3700 KGS / COC / 2 PACKAGES / 40HC / 311.00 KGS / 3.740 CBM SEKU6851716 / 105732 / 3700 KGS / COC / 4 PACKAGES / 40HC / 928.00 KGS / 3.720 CBM SEKU6726890 / 111169 / 3700 KGS / COC / 2 PACKAGES / 40HC / 464.00 KGS / 1.860 CBM TXGU7217064 / 111163 / 3700 KGS / COC / 1 PACKAGES / 40HC / 156.50 KGS / 1.870 CBM SEKU6693544 / 105510 / 3700 KGS / COC / 5 PACKAGES / 40HC / 1369.40 KGS / 6.990 CBM SEKU6732070 / 105700 / 3700 KGS / COC / 3 PACKAGES / 40HC / 696.00 KGS / 2.790 CBM CAIU7075446 / 111164 / 3750 KGS / COC / 5 PACKAGES / 40HC / 1369.40 KGS / 6.990 CBM CAAU6212541 / 105724 / 3700 KGS / COC / 2 PACKAGES / 40HC / 311.00 KGS / 3.740 CBM GCXU6153611 / 105695 / 3700 KGS / COC / 4 PACKAGES / 40HC / 928.00 KGS / 3.720 CBM

OCEAN FREIGHT COLLECT SHIPPER'S LOAD STOW COUNT AND SEAL

NOTWITHSTANDING ANY PROVISION TO THE CONTRARY, THE MERCHANT AGREES THAT IF THIS BILL OF LADING PROVIDES FOR DELIVERY OF THE GOODS AT A PORT IN BRAZIL, DISCHARGE OF THE GOODS TO ANY PORT AUTHORITY AT SUCH PORT SHALL CONSTITUTE DUE DELIVERY HEREUNDER AND ALL LIABILITY OF THE CARRIER WHATSOEVER IN CONNECTION WITH THE GOODS (INCLUDING WITHOUT LIMITATION FOR MISDELIVERY) SHALL CEASE AT THAT TIME. THE CARRIER SHALL NOT BE RESPONSIBLE FOR ANY LOSS, RISK AND EXPENSE ARISING FROM THE RELEASE OF GOODS WITHOUT THE PRESENTATION OF THE ORIGINAL BILL OF LADING ACCORDING TO RELATED CUSTOMS REGULATIONS OF BRAZIL.

ON DR-CY TERM

TERMS AND CONDITIONS COSCO SHIPPING SPECIALIZED (Large Print Available on Request)

is COSCO SHIPPING SPECIALIZED CARRIERS CO., LTD.

idding, and the present document, whether issued as a Bill of Lading or a Sea Waybill, and whether issued in paper or electriciant, includes the Corisione, the Shipper, the Receiver, the Consignee, the Owner of the Goods, the Holder or Endorsees on using, entitled to or claiming the possession of the Goods or this Bill of Lading and amyone acting on behalf of any wuch person in the Corision of the Bill of Lading and amyone acting on behalf of any wuch person the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or to whom rights of suit and/or liability under the Corision of the Bill of Lading or the Bill ested. Is the Vessel(s) named in this Bill of Lading or any substitute therefor, and any feeder vessel, lighter or barge u

ARRIENTS RESPONSIBILITY

[] Port to Port Silpment I box 4, bax 5 and/or box 9 without any inserted, or the place(s) or port(s) indicated therein is/are same as the place(s) or port(s) as indicated in box 7 and box 8 on the front of this Bill of Lading, it is Port-to-Port contract. The Carrier shall be responsible for the Goods (- Carrier from the time when the Goods are received by the Carrier at the Port of Loading until the time of delivery thereof at the ord discharge to the

It is a fight print.

2) The Carrier does not undertake that the Goods will be transported from or loaded at the place of receipt or loading or will arrive at the place of discharge, destination or transplaiment about any particular vessel or other conveyance at any particular date or time, or to meet any particular market or in time for my particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed for entered shall find excessively protein or convenient. The Carrier shall find an oricomatance whatoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay. If the stage of the combined transport during which loss or damage occurred can be determined, the liability of the Carrier shall be governed by the automal lawly) and/or international convention(s) applicable thereof. If the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that is shall be deemed that the loss or damage occurred doord the Carrier's Vessel. In either case, classes

delivered or should have been delivered), production price or the reasonable value of goods of the same kind and/or quality.

(2) Same as in provided in clause 819:

(a) this Bill of Lading shall be subject to the provisions of the law as provided for in Clause 27(1), the Carrier shall in no event be or become liable for any loss or damage to or in connection with Goods in any amount exceeding the limits in an amount equivalent to 866-57 SIR per package or other shipping unit, or 2 SIR per silogramme of the gross weight of the Goods lost or damaged, whichever is the higher, unless clause 8(2)(b) applies:

(b) where carriege includies carriage to or from or through a port or place in the United States of America, this Bill of Lading shall be subject to the provisions of U.S. COSA. as provided for in Clause 87(2) hereof. In such event, the Carrier shall in no event be or become liable for any loss or damage to or in connection with Goods in any amount exceeding the limits in an amount USS 500 per package or, when the Goods are not shore any package, USS 500 per package or, when the Goods are not shore in packages, USS 500 per package or, when the Goods are not shore in packages, USS 500 per package or, when the Goods are not shore the packages, USS 500 per package or, when the Goods are not shore the packages, USS 500 per package or, when the Goods are not shore the packages, USS 500 per package or, when the Goods are not shore the packages, USS 500 per package or, when the Goods are not shore the packages, USS 500 per package or, when the Goods are not shore the packages, USS 500 per package or, when the Goods are not shore the package, USS 500 per package or, when the Goods are not shore the package or the order of the USS 500 per package or, when the Goods are not shore the package of the USS 500 per package or the Package or the USS 500 per package USS 500 per package USS 500

Carrier
3) The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods and higher compensation than that provided for in
this Bill of Lading may be claimed only when, with the consent of the Carrier, the nature and value of the Goods have been declared by the Merchant before
highment and inserted in this Bill of Lading that the box of "Declared Cargo Value" and the Merchant has paid additional Freight on steederard value. This
bediantion if embodied in this Bill of Lading shall be prima facie evidence, but shall not be binding or conclusive on the Carrier. The Carrier shall in no event
be or thecome Bible for any loss or demage to or in connection with Goods if the nature or value thereof has been mistated by the Archant in this Bill of
the Carrier shall in no event
the confidence of the Carrier shall be prima the content of the Carrier shall in no event
the production of the Carrier shall be prima the content of the Carrier shall be prima to be so that the carrier shall be prima to be the Carrier shall be prima to extend the Carrier shall be prima to be considered to the carrier shall be prima to be the carrier shall be prima to be

ting.
Where a container, pallet or similar article of carriage is used to consolidate Goods, the smallest number of packages or other shipping units enumerated in spill of duding as packed in such article of carriage shall be deemed to be the number of packages or shipping units. If not so enumerated, the Goods in harticle of carriage shall be deemed to be one package or one shipping unit. Where the article of carriage is not owned or furnished by the Carriage, such defended to be one package or one shipping unit. Where the article of carriage is not owned or furnished by the Carriage, such

ids recovered in break bulk will be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or item by the Carrier on decir or below deci. All such Goods shall participate in General Average, Salvage charges and/or special Containers. The Terms and one of this Bill of Lading, including the applicable laws as provided for in Clause 27 shall apply to Containers carried on deck. It is contained to the Carrier in Containers and equipment are used by the Merchant for prescraringe or on-carriage or unpacked at the Merchant's premises, the Merchant is sible for returning the empty Containers, with interiors brushed, clean and free of smell to the point or place designated by the Carrier, its servants or within the discrepation of the Carrier, its servants or within the discrepation of the Carrier, its servants or within the discrepation of the Carrier in Carrier in the Carrier in Carrier i

or centerize constitute on the center apparent upon inspection by the merchants, as in prior to the name when the Camman was already placed by stuffed.

(2) If a Merchann-stuffed Container is delivered by the Carrier with its seal intact, such elevery shall constitute full and complete performance of the Carrier's obligations hereunder and the Carrier shall not be liable for any loss or shortage of the Goods ascertained at delivery.

(3) The Merchant shall inspect Containers before stuffing them and the use of a Container shall be prima facile evidence of its being suitable and without

hart agrees that the inclusion of such particulars shall not be regarded to the value of the Goods is unknown to the Carrier.

It faiding. The Merchant actificitive desit that, except as provided for in Clause 8 herrof, the value of the Goods is unknown to the Carrier.

INTS RESPONSIBILITY

Artists defined as Merchant in clause 1 hereof shall, where applicable, be jointly and severally liable to the Carrier for the due fulfillment of all is undertaken by any of them under this Bill of Lading, and the severally liable to the Carrier for the due fulfillment of all is undertaken by any of them under this Bill of Lading and that the several carrier is the control of the control of the Carrier for the due to the control of the Carrier shall bill of Lading and that such particulars, and any particulars furnished by or on behalf of the Merchant, are adequated orcrect. That also warrants that the Goods are lawful Goods and are not controland, drugs or other lilegal substances or stowways, and that the Goods will loss, damage or expense to the Carrier, or to any other cargo.

It is a supplementation of the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetar resulting from any breach of the swarrantes in Clause 12(I) hereof or from any other cause in connection with the Goods for which the Carrier is not.

Its. The Carrier shall have the right to collect liquidated damages from the Merchant in accordance with its provisions.

It is a supplementation of the collect liquidated damages from the Merchant in accordance with its provisions.

It is a supplementation of the collect liquidated damages from the Merchant shall be liable for all fines, penalties, charges and explores interform, and any loss and damage suffered by the Carrier.

It is a supplementation of the collect liquidated damages from the Merchant shall be liable for all fines, penalties, charges and explores interform, and any loss and damage suffered by the Carrier.

It is a supplementation to the

cerest whatover control of the paid without any set-off, counter-claim, deduction, or stay of execution before delivery of the Goods.

(2) All registration and the paid without any set-off, counter-claim, deduction, or stay of execution before delivery of the Goods.

(3) The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies concerning the Freight in the applicable Freight and charge in the spot paid in Freight of the spot paid in Freight and charge in the spot payment to the Carrier of registration and at the Merchant's sole risk.

(3) The partie defended Merchant in clause 1 hierord shall, where applicable, be jointly and severally liable to the Carrier for payment of all Freight, demanding and detention, General Average, Salvage charges and draw charges in charges and charges in charges in the charges in the payment of Freight reasonable attriney's fees incurred in collecting suns due the Carrier for shall guildich shall be considered a default by the Merchant in the payment of Freight

respection, the Carrier shall not be liable for any loss or damage incurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall method to recover the cost of such opening, unpacking, inspection, and repacking from the Merchant.

ARRIAGE AFFECTED BY CONDITION OF THE GOODS
It appears at any time that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional expense asking any measure(j) in relation to the Goods or the Container, the Carrier in any without notice to the Merchant (but as its agent only) take any measurem und/or incur any additional expense to carry or to continue the carriage thereof, and/or dispose of the Goods, and/or abandon the carriage and/or store the whother or alloads, under cover or in the open, at any place, whichever the Carrier in its absolute discretion considers most appropriate, which abandonne tonge or disposal thereof shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against a didditional expense so incurred.

rier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and for General Averag charges and/or special charges contributions to whomsoever due. The Carrier shall also have a lien on the Goods and any document relating there may due by the Metchant to the Carrier under any other contract whether or not related to this Carriage. The Carrier may exercise lien at any tife pipce in its sole discretion, whether the contractual Carriage is completed or not. In any event any lien shall extend to cover the cost of recovering a and for that purpose the Carrier shall have the right to self the Goods by public auction on private treaty, whicher choice to the Archant. Noth that grewent the Carrier from recovering from the Merchant the difference between the amount due to the Carrier and the net amount realized IS AND PLANTS
dot stuffed in Containers) that are stated on the front of this Bill of Lading as contracted to be stowed "on deck" and are so carried, and all sits and birds, or plants shipped hereunder, shall be carried solely at the risk of the Merchant, and the Carrier shall not be liable for whatsoever nature arising during carriage by sea whether or not arising out of negligence on the part of the Carrier. The Carrier's shall be has fulfilled the special requirements of the Merchant with regard to the carriage of the live animals and that under the circumstances loss or damage has occurred due to the special risk inherent therein. The Merchant shall indemnify the Carrier against all or any extra

h port or place; recommendations given by any government or authority or any Person or body acting purporting to act as or on behalf of such sing under the terms of the insurance on any conveyance employed by the Carrier the right to give orders or directions. see 19(1) may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods, ding or unlocating other goods, bunkering or embarking or disembarking any person(s), undergoing repairs and/or dry docking,

of this Bill of Lading or by any other means of transport winascover; it without pilots, proceed via any result, whether or not the nearest or most direct or customary or advertised route) at any speed and proc a stay at any port or place whatsoever (Including the Port of Loading herein provided) once or more often, and in any order in or out of the any direction to or place whyshold the port of discharge once or more often; and and unload the Goods at any place or port (whether or not any such port of six may such port of provided the provided of the provided provided in the reverse hereof as the Port of Loading or Port or the Goods at any such port of provided provided in the result of the provided provided in the provided provided provided in the provided provided

tition. ECTING PERFORMANCE
the carriage is or is likely in the judgment of the Master to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind, other little of the Goods to be safely or properly carried or carried further, and howsoever arising (even though the circumstances giving riss to such ted above existed at the time this contract was entered into or the Goods were received for shipment), the Carrier (whether or not the carriage in ma, at it is sole discretion and without prior notice to the Merchant:
Soods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, by an alternative router from that indicated in this Bill of mits which is customary for Goods consigned to that Port of Discharge or Place of Delivery, if the Carrier elects to invoke the terms of this en, notwithstanding the provisions of Clause 19 hereof, the Carrier shall be entitled to charge such additional Freight as the Carrier may

or the carriage of the Goods and store them ashore or afloat upon the Terms and Conditions of this Bill of Lading and endeavor to forevard them as sible, but the Carrier makes no representation as to the maximum period of suspension. If the Carrier elects to invoke the terms of this sub-Clause, the carriage of the Goods and place the Goods at the Merchant's disposal at any port or place where the Carrier may deeming the terms of this sub-Clauseer, the responsibility of the Carrier prespect of such Goods shall enterloy escase. The Carrier alm evertheless be entitled to full Preight on the Goods shipment, and the Merchant shall pay any additional costs of the carriage to, and delivery and storage at such port or place where carrier elects to use an alternative roots under Clause 20(1) or to suspend the carriage of the Goods and the project of such Goods and place the Carrier elects to use an alternative roots under Clause 20(1) are shall not prejudice its right.

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winding before shipment that specially ventilated, refrigerated or heated Containers will be used to ship the of this Bill of Lading, and the Merchant gives proper written notice to the Carrier of the nature of the Good maintained and/or special attention required and the Merchant pays the extra Feright charged under the maintained and/or special attention required and the Merchant pays the extra Feright charged under the maintained and/or special attention required and the Merchant pays the extra Feright charged under the maintained and the special pays the

NO DILIVERY

Network of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not ability on the part of the Carrier or relieve the Merchant of any obligation hereunder.

In the carrier of the Carrier or relieve the Merchant of any obligation hereunder.

In talls to take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as required by the Carrier.

In talls to take delivery of the Goods during a reasonable time or whenever in the opinion of the Carrier the Goods are likely to deteriorate, or the carrier of the Goods are likely to deteriorate, or other reasonable time or whenever in the opinion of the Carrier the Goods are likely to deteriorate, or other value, the Carrier may, at its discretion, without prejudice to any may have against the Merchant, without notice and without any responsibility whatsoever attaching to him, unstud, self, destroy or dispose of self six and expenses of the Merchant, and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant. The ing shall constitute due delivery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods thereof shall cases.

The constitute due delivery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods thereof shall cases.

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AND SALVAGE
Also be adjusted, stated and settled at any port or place at the Carrier's option according to the York-Antwerp Rules 1994 except Rule XXII
atters not provided for by the York Antwerp Rules 1994, according to the laws and usages in London, this covering all Goods carried on or
average on a "veste not operated by the Carrier's shall be adjusted according to the repairement of the operator of that Vessel. The
such cash deposit or other security as the Carrier may deem sufficient to cover the estimated General Average contribution of the Goods
special charges thereon before delivery.

DN CLAUSE
Int of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to or not, for which, or for the consequences of which, the Carrier is not responsible by statute, contract or otherwise, the Goods and the Merchant of a deverally shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that add or incurred and shall pay salvage and special charges incurred in respect of the Goods. If a salving ship is owned or operated by the Carrier, all be paid for as fullyas if the salving ship belonged to strangers.

AMANITME, I.G., STRIKES, COMESTON, ETC.

ses are applicable only when document used as a Sea Waybill adde to the consignee or its authorized prepresentative upon presentation of a delivery receipt or other evidence of identity and authoric Carrier in its sole and absolute discretion without the need of producing or surrendering a copy of Sea Waybill. In this Sea Waybill, the contract of carriage as evidenced by this Sea Waybill is subject to the Terms and Conditions of the Carrier's curt fill for I dading Clauses 1 to 29, a copy of Which may be obtained from the Carrier and its agent. The Shipper accepts all said from gluen reliable to the per package and other limitations of liability contained therein, on behalf of the Consignee and the Owner (