

ABLAG 00279809882023-02-20-11.08.11.887000CFTSWBO

Shipper BOSCH REXROTH AG LOEWENTORSTR. 68-70 70376 STUTTGART GERMANY		<div></div> <div>Sea Waybill (Non-Negotiable) for Multimodal Transport And Port to Port Transport</div>	
Consignee BOSCH REXROTH KOREA LTD. 29, MIEUMSANDAN 1-RO, GANGSEO-GU, 46730 BUSAN KOREA		Notify Party 2 (No liability shall attach to the Carrier or to his Agent for failure to notify. See Clause 14).	
Notify Party (No liability shall attach to the Carrier or to his Agent for failure to notify. See Clause 14). BOSCH REXROTH KOREA LTD. 29, MIEUMSANDAN 1-RO, GANGSEO-GU, 46730 BUSAN KOREA		Delivery Agent KUEHNE + NAGEL LTD 9&12F 41 MAPO-DAERO 4DA-GIL MAPO-GU SEOUL 121-734 KOREA	
Place of Receipt (Multimodal Transport only) STUTTGART CFS	Pre-carriage by	Port of Loading BREMERHAVEN	Sea Waybill-No. 0010-9340-302.322
Vessel MURCIA MAERSK	Voyage No. 307E	Port of Transshipment	
Port of Discharge BUSAN	Place of Delivery (Multimodal Transport only) BUSAN CFS	Movement CFS/CY	Freight Payable at DESTINATION
PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE (See Clause 7.3)			
Marks and Numbers BOSCH REXROTH 52457740 DELIVERY: 8027542445 TOTAL	Number of Packages 3 3	Description of Goods PACKAGE(S)AUTOMOTIVE PARTS IV: 9024115215 HS: 731511 FREIGHT COLLECT	Gross Weight kgs 920,00 920,00 1,920
Measurement 1,920 1,920			
LOADED IN CONT. : BMOU6544195			
OCEANFREIGHT AND CHARGES Rates, Weight and/or Measurement subject to correction		Prepaid	Collect
Total amount due		<div>Declared Cargo Value *** NO VALUE DECLARED *** If Merchant enters a value, Carrier's per package limitation of liability shall not apply and the valorem rate will be charged.</div> <div>Received by the Carrier from the Shipper, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise herein stated, the total number or quantity of Containers or other packages or units indicated in the box entitled "Number of Packages" for carriage from the port of loading (or the place of receipt, if mentioned above) to the port of discharge (or the place of delivery, if mentioned above), such carriage being always subject to the terms, rights, defences, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS ON THE REVERSE HEREOF NUMBERED 1-21 AND THOSE TERMS AND CONDITIONS CONTAINED IN THE CARRIER'S APPLICABLE TARIFF) and the Shipper's attention is drawn in particular to the Carrier's liberties in respect of on deck stowage (see clause 13) and the carrying vessel (see clause 12). In accepting this sea waybill, any local customs or privileges to the contrary notwithstanding, the Merchant agrees to be bound by all Terms and Conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof, as fully as if they were all signed by the Merchant. Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the consignee or his authorised 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 authorisation 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 by its agents has signed this sea waybill.</div>	
Place and date of issue: BREMEN 19/02/2023		For and on behalf of the Carrier <div></div> by KUEHNE + NAGEL (AG & CO.) KG As Agents for the Carrier	

1 DEFINITIONS

"Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this sea waybill including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documents, customs and IT processes.

"Carrier" means Transpac Container System Limited of Hong Kong, trading as Blue Anchor Line.

"Carrier's Agents" include but are not limited to the Kuehne + Nagel company which arranged the Carriage and/or issued this sea waybill and the Kuehne + Nagel company in the country where the Goods are discharged and/or delivered.

"Consolidation" includes stuffing, packing, loading or securing of Goods on or within Containers and Consolidate shall be construed accordingly.

"Container" includes any container (including but not limited to open top containers), trailer, transportable tank, platform, lift van, flat, pallet or any similar article of transport used to Consolidate goods and any ancillary equipment.

"Freight" includes freight, demurrage, detention costs and all expenses and monetary obligations, including but not limited to duties, taxes and dues, incurred by the Carrier and payable by the Merchant.

"Goods" means the whole or any part of the cargo received by the Carrier from the Merchant and includes any packing and any equipment or Container not supplied by or on behalf of the Carrier (but excludes any Container supplied by or on behalf of the Carrier).

"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading signed at Brussels on 25th August 1924.

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968. It is expressly provided that nothing in the sea waybill shall be construed as contractually applying the Hague-Visby Rules.

"Holder" means any Person for the time being in lawful possession of, or lawfully entitled to possession of, this sea waybill or in whom rights of suit and/or liability under this sea waybill have been lawfully vested or transferred.

"Indemnify" means defend, indemnify and hold harmless, including in respect of legal fees and costs, whether or not the obligation to indemnify arises out of negligent or non-negligent acts or omissions of the indemnifying party.

"Merchant" includes the Shipper and the Persons named in this sea waybill as consignee and notify party, the receiver of the Goods and the Person entitled to receive the Goods on notification by the Merchant, the Holder of this sea waybill, any Person owning or lawfully entitled to the possession of the Goods or this sea waybill, the Person to whom account against the Goods are handed and/or any Person acting on behalf of any of the above mentioned Persons, including agents, servants and Sub-Contractors.

"Multimodal Transport" arises if the Carrier has indicated a place of receipt and/or a place of delivery on the front hereof in the relevant spaces.

"Package" where a Container is loaded with more than one package or unit, the packages or other shipping units enumerated on the face of this sea waybill as packed in such Container and entered in the box on the face hereof entitled "Total number of Containers or Packages received by the Carrier" are each deemed a Package.

"Person" includes an individual, corporation or other legal entity.

"Port to Port Transport" arises if it is not Multimodal Transport.

"Party" means the Person who tendered the Goods to the Carrier and any Person named as shipper in the sea waybill.

"Sub-Contractor" includes but is not limited to owners, charterers and operators of Vessels (other than the Carrier), stevedores, terminal and/or groupage operators, road, rail and air transport operators, forwarding agents, liner agents, customs brokers, warehousemen, longshoremen, customs inspection stations, port authorities, pilots and any independent contractors, servants or agents employed by the Carrier in performance of the Carriage and any direct or indirect Sub-Contractors, servants or agents thereof, whether in direct contractual privity with the Carrier or not.

"Vessel" means any waterborne craft used in the Carriage under this sea waybill including but not limited to ocean vessels, feeder vessels and inland water vessels whether named in the sea waybill or substituted vessels.

2 CONTRACTING PARTIES

2.1 By accepting this sea waybill, the Merchant confirms and agrees that the Carrier's Agents act as the Carrier's agents only and that the Merchant has no claim against the Carrier's Agents for any claims arising out of the Carriage.

3 CARRIER'S TARIFF

3.1 The provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to Container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been filed. In the case of inconsistency between this sea waybill and the applicable tariff, this sea waybill shall prevail.

4 NON-NEGOTIABILITY

4.1 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 negotiable and is not a document of title to the Goods.

5 SUB-CONTRACTING AND INDemnITY

5.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the Merchant is entitled to bring claims against Sub-Contractors) that any Sub-Contractor can, at its option, apply its own terms of contract with the Carrier to defend claims brought by the Merchant.

5.2 The Merchant undertakes that:

(a) that no claim or allegation shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose upon any Sub-Contractor any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising in contract, bailment, tort, negligence, breach of express or implied warranty or otherwise; and

(b) if any claim or allegation should nevertheless be made against a Sub-Contractor, to Indemnify the Carrier against all consequences thereof.

5.3 Without prejudice to the other provisions in this Clause 5, every Sub-Contractor shall have the benefit of all provisions herein benefitting the Carrier including clause 21 hereof, the jurisdiction and law clause, as if this sea waybill (including Clause 21 hereof) were expressly for its benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on its own behalf but also as agent or trustee for such Sub-Contractor and such Sub-Contractor shall to this extent be or be deemed to be parties to this contract.

6 CARRIER'S LIABILITY

6.1 Where the Carriage is Port to Port Transport:

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

(b) the liability of the Carrier for loss of or damage to the Goods shall be determined in accordance with any national law making the Hague Rules or Hague-Visby Rules compulsorily applicable to bills of lading and if no such national law is compulsorily applicable, then in accordance with the Hague-Visby Rules.

(c) The Carrier shall be liable in accordance with the Hague Rules, Hague-Visby Rules, or any other rules as applied by clause 6.2 during such additional compulsory period of responsibility, notwithstanding that the loss or damage did not occur at sea.

(d) if the Goods are discharged at a port other than the Port of Discharge or at a Place of Delivery instead of the Port of Discharge, and the Carrier in its absolute discretion accepts responsibility for the loss or damage to the Goods, the Carrier shall be liable in accordance with the Hague Rules or Hague-Visby Rules as if the ultimate destination agreed with the Merchant had been entered on the front side of this sea waybill as the Port of Discharge or Place of Delivery.

6.2 Where the Carriage is Multimodal Transport and the Merchant can prove at what stage the loss or damage occurred:

(a) the liability of the Carrier shall be determined by the provisions contained in any international convention or national law, which applies compulsorily to the relevant stage of the Multimodal Transport and to the Carriage of the Goods under this sea waybill;

(b) there an international convention or national law does not apply compulsorily to the stage of the movement where the loss or damage occurred, any liability of the Carrier shall be determined by sub-clause 6.3.

6.3 Where the Carriage is Multimodal Transport but the Merchant cannot prove at what stage the loss or damage occurred or if this sub-clause applies pursuant to sub-clause 6.2:

(a) the Carrier shall be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

(i) the wrongful act or neglect of the Merchant or any Person acting on behalf of the Merchant other than the Carrier or its servant, agent or Sub-Contractor; or

(ii) compliance with the orders or directions of a Person entitled to give such orders or directions to the Carrier or its servant, agent or Sub-Contractor; or

(iii) the lack of, or defective condition of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed;

(iv) handling, loading, stowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant;

(v) the inherent vice of the Goods;

(vi) insufficiency or inadequacy of marks or numbers on the Goods, coverings, or unit loads;

(vii) strikes or lockouts or stoppage or restraint of labour from whatever cause whether partial or general;

(viii) an act, neglect or default of the Merchant or its servants or management of the Vessel occurring during carriage by water;

(ix) fire, unless the fire was caused by the actual fault or privity of the Carrier or lack of exercise of due diligence to make the Vessel seaworthy, properly to man, equip and supply the Vessel or to make her fit and safe for the reception, carriage and preservation of the Goods; for which the Merchant shall have the burden of proof;

(x) a nuclear incident;

(xi) any other cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(b) the burden of proof that the loss or damage was due to one or more of the causes, or events, specified in sub-clause 6.3 (a) shall rest upon the Carrier. When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes, or events, specified in sub-clause 6.3 (a), it shall be presumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of these causes or events.

(c) Where the loss or damage was partly caused by one of the causes at sub-clause 6.3 (a) the Carrier shall only be liable to the extent that another cause contributed to the loss or damage.

6.4 Compensation and Limitation

(a) Subject to the Carrier's right to limit liability as provided for within this sea waybill, the Carrier's liability shall be calculated by reference to the value of the Goods at the place and time at which they were accepted for Carriage.

(b) Where the Hague Rules, Hague-Visby Rules or any other rules compulsorily apply to the Carriage the Carrier's liability shall in no event exceed the amounts provided for in the applicable rules.

(c) In all other cases compensation shall not exceed the limitation of liability of 2 SDRs per kilo of gross weight of the Goods lost, damaged or in respect of which the claim arises.

6.5 Time-bar

(a) Where the Hague Rules, Hague-Visby Rules or any other rules apply compulsorily to the Carriage, the time limit for bringing claims will be as prescribed by the applicable rules.

(b) In all other cases, the Carrier shall be discharged of all liability whatsoever unless suit is brought within nine months after the delivery of the Goods or the date when the Goods should have been delivered.

6.6 Liability applicable to both kind of transport mode

(a) The Carrier shall be liable for any loss or damage amount greater than the actual loss to the Person entitled to make the claim.

(b) Ad Valorem, declared value of Package or shipping unit. The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the Merchant upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this sea waybill in the space provided and, if required by the Carrier, extra freight being paid. In such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the actual value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

(c) Delay, Consequential Loss Save as otherwise provided herein, the Carrier does not undertake that the Goods shall arrive at any place at any particular time and shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or in any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the Freight applicable to the relevant stage of the transport.

(d) Notice of Loss or Damage The Carrier shall be deemed prima facie to have delivered the Goods as described in this sea waybill unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the Person entitled to delivery thereof under this sea waybill or, if the loss or damage is not apparent, within three consecutive days thereafter.

(e) The defences and limits of liability provided for in this sea waybill shall apply in any action against the Carrier whether the action be found in contract, bailment, tort, breach of express or implied warranty or otherwise.

(f) The Merchant shall Indemnify the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability under this sea waybill.

7 MERCHANT'S WARRANTIES AND RESPONSIBILITIES

7.1 Every Person defined as Merchant is jointly and severally liable to the Carrier for all the Merchant's undertakings, responsibilities and liabilities under or in connection with this sea waybill and to pay the Freight due under it without deduction or set-off.

7.2 The Merchant warrants that in agreeing to this sea waybill he is or is the agent of and has the authority of the Person owning or entitled to the possession of the Goods and that he is duly authorised to bind the Carrier to the terms and conditions of this sea waybill.

7.3 The description and particulars of the Goods and Container set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, verified gross mass, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.

7.4 The Merchant shall comply with all applicable laws, regulations and requirements (including but not limited to any imposed at any time before or during the Carriage relating to anti-terrorism measures) of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imports, expenses and losses (including without prejudice to the generality of the foregoing, freight for any additional Carriage undertaken) incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

7.5 The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable. The Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing or for faulty loading or packing within Containers when such loading or packing has been performed by the Merchant or on behalf of the Merchant, or by the defect or unsuitability of the Containers when supplied by the Merchant, and shall Indemnify the Carrier against any additional expenses so caused.

7.6 Any Container released into the care of the Merchant for packing, unpacking or any other purpose whatsoever shall be at the sole risk of the Merchant until proper delivery to the Carrier at the time and place prescribed by the Carrier. If the Merchant fails to deliver the Container at such prescribed time and place, the Merchant shall pay the Carrier the applicable demurrage or detention charges arising therefrom. The Merchant is responsible for returning the empty Container, with interiors brushed and clean, to the port or place designated by the Carrier, his servants or agents. The Merchant shall be liable for any charges, losses or any other expenses arising therefrom. The Merchant shall be responsible for any loss and/or damage to, and any liabilities caused or incurred by such Container whilst in the use and/or control of the Merchant.

7.7 The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or Sub-Contractor (other than the Merchant) caused by the Merchant or any Person acting on his behalf or for which the Merchant is otherwise responsible.

7.8 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8 DANGEROUS GOODS

8.1 No Goods which are or may become dangerous (whether or not so labeled in codes), inflammable, damaging, injurious (including radioactive materials), noxious or which are or may become liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage without:

(a) the Carrier's express consent in writing; and

(b) the Container and/or other covering in which the Goods are to be transported and/or the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with all applicable laws, regulations and/or requirements.

8.2 If the Merchant fails to provide such information and the Carrier is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and if, at any time, they are deemed to be a hazard to life or property, they may at any place be unloaded, destroyed or rendered harmless, as the Carrier may see fit.

circumstances may require, without compensation, and the Merchant shall be liable for all loss, damage, delay or expenses arising from the Carriage. The burden of proof that the Carrier knew the exact nature of the danger constituted by the carriage of the Goods shall rest upon the Merchant.

8.3 The Merchant shall comply with rules which are mandatory according to the national law or by reason of international convention, relating to the carriage of Goods of a dangerous nature and with the knowledge of the Carrier and the Merchant that such Goods are dangerous to their dangerous nature shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average, if any.

8.4 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Goods for which the Carrier is not responsible.

9 CONTAINERS

9.1 Goods may be Consolidated by the Carrier in or on Containers and Goods may be Consolidated with Goods owned by other Persons.

9.2 If the Carrier in connection with the Carriage of this sea waybill shall be responsible for the loss or damage to the Goods arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

9.3 If a Container has been Consolidated by or on behalf of the Merchant, the Carrier shall not be liable for loss of or damage to the Goods:

(a) caused by the manner in which the Container has been stuffed;

(b) caused by the unsuitability of the Goods for carriage actually used;

(c) caused by the unsuitability or defective condition of the Container actually used provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (c) shall only apply if the unsuitability or defective condition would have been apparent upon reasonable inspection by the Merchant at the time when the Container was stuffed;

(d) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

9.4 Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not under an obligation to provide a Container of any particular type or quality.

9.5 Goods stowed in closed containers other than flats or pallets, whether by the Carrier or the Merchant, may be carried on deck, on an open lorry, on an open trailer, or an open railway wagon without notice to the Merchant. Such Goods, whether or not so carried, shall participate in General Average and shall be deemed to be within the definition of Goods for the purposes of the Hague Rules and Hague-Visby Rules.

9.6 The provisions of clause 6 also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.

9.7 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 9 or from any cause in connection with the Goods for which the Carrier is not responsible.

10 TEMPERATURE CONTROLLED CARGO

10.1 The Merchant undertakes not to tender for Carriage any Goods which require temperature control without previously giving written notice (and filling in the box on the front of this sea waybill if this sea waybill has been prepared by the Merchant or a Person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container Consolidated by or on behalf of the Merchant further undertakes that the Carrier has been properly pre-cooled, that the Goods have been properly Consolidated in the Container and that its thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier.

10.2 If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance and the Merchant shall Indemnify the Carrier for any resulting loss the Carrier suffers.

10.3 If the Carrier shall incur any reasonable additional expense to carry or continue the Carriage thereof, and/or to seal or dispose of the Goods and/or to abandon the Carriage and/or to store the Goods ashore or afloat, under cover or in the open, at any place, whichever the Carrier in his absolute discretion considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this sea waybill. The Merchant shall Indemnify the Carrier against any reasonable additional expense so incurred.

10.4 The Carrier in extending the liberties contained in this clause shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage whatsoever arising from any action or lack of action under this clause.

11 INSPECTION OF GOODS

11.1 The Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, to open and/or scan any Container or package at any time and to inspect the contents.

11.2 If it appears at any time that the Goods, or any part of them, cannot safely or properly be carried, or carried further, either at all or without incurring any additional expense or taking measures in relation to the Container or Goods, the Carrier may without notice to the Merchant (but as his agent only) take any such measures as may be necessary or expedient for the safe carriage of the Goods, and/or to seal or dispose of the Goods and/or to abandon the Carriage and/or to store the Goods ashore or afloat, under cover or in the open, at any place, whichever the Carrier in his absolute discretion considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this sea waybill. The Merchant shall Indemnify the Carrier against any reasonable additional expense so incurred.

11.3 The Carrier in extending the liberties contained in this clause shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage whatsoever arising from any action or lack of action under this clause.

12 METHODS AND ROUTE OF TRANSPORTATION

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

(a) use any means of transport or storage whatsoever

(b) load or carry the Goods on any Vessel whether named on the front hereof or not;

(c) transfer the Goods from one conveyance to another including transhipping or carrying the same on a Vessel other than the Vessel named on the front hereof; and

(d) at any other means of transport whatsoever and even though transhipment or forwarding of the Goods may not have been contemplated or provided for herein;

(e) at any place unback and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever;

(f) proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any order;

(g) comply with any orders or recommendations given by any government or authority or any Person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions;

(h) permit the Vessel to be associated with or towed by or to be towed by or to be towed with or without cargo onboard;

(i) permit the Vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and sail armed or unarmed.

12.2 The liberties set out in sub-clause 12.1 above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or unloading of the goods, bunkering, adjusting instruments, towing or being towed, sailing with or without pilots, drydocking, picking up or landing any Persons, including but not limited to Persons involved with the operation or maintenance of the Vessel and assisting Vessels in all situations. Anything done in accordance with sub-clause 12.1 above or any delay arising therefrom shall be deemed to be within the definition of Carriage and shall not be a deviation of whatsoever nature or degree.

13 DECK CARGO

13.1 Unless it is specifically stipulated that the Goods will be carried under deck on the front of this sea waybill, the Goods (whether containerised or not) may be stowed on or under deck without notice to the Merchant and any other deck stowage shall not be a deviation of whatsoever nature or degree.

13.2 If the Carrier shall incur any reasonable additional expense to carry or continue the Carriage thereof, and/or to seal or dispose of the Goods and/or to abandon the Carriage and/or to store the Goods ashore or afloat, under cover or in the open, at any place, whichever the Carrier in his absolute discretion considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this sea waybill. The Merchant shall Indemnify the Carrier against any reasonable additional expense so incurred.

13.3 The Carrier in extending the liberties contained in this clause shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage whatsoever arising from any action or lack of action under this clause.

14 COLLECTION AND DELIVERY OF THE GOODS

14.1 When collection or delivery takes place at the Merchant's premises, the place of collection or delivery shall be the usual place of loading or unloading of the Goods into or from the vehicle and:

(a) the Carrier shall not be under any obligation to provide any plant, power or labour which may be required for the loading or unloading of such premises. This shall be the responsibility of the Merchant at his own risk and expense.

14.2 If the Merchant incurs any expense or liability in respect of the Carriage of the Goods, including but not limited to the Merchant's risk as to damage to or loss of Goods or injury to Persons.

14.2 If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whenever and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

(a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier deems safe and convenient, notwithstanding that any charges, dues or other expenses may be or become payable;

(b) if it is, or is likely to be, affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whenever and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

(a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier deems safe and convenient, notwithstanding that any charges, dues or other expenses may be or become payable;

(b) if it is, or is likely to be, affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whenever and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

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Repeat print-out of 2023.01.31

Bosch Rexroth AG, Zum Eisengießer 1, D-97816 Lohr

Bosch Rexroth Korea Ltd.
29 Mieumsandan 1-ro
GANGSEO-GU BUSAN 46730
SÜDKOREA

Invoice

Doc. no./date:	9024115215 / 2023.01.31
Customer no.:	6105323
PO Number:	4502863311
Order date:	2022.11.15
Order from:	Hyunjin Kim
Shipp. point:	Schmalz + Schoen Logistics GmbH Düsseldorfer Strasse 9-11 71332 Waiblingen
Return delivery by	arrangement only
Del. note n./date:	8027542445 / 2023.01.17
Order conf. /date:	1014360954 / 2022.11.15
Supplier no.:	0000371827
our VAT ID.:	DE813084274
Sales:	Schuster, Samuel
Tel.:	(0711) 811-7844
Fax:	(0711) 811-7777
E-Mail Sales:	

Payment conditions: Up to 2023.04.15 without deduction
Terms of delivery: FCA (according to INCOTERMS 2020) concerning transfer of risks Waiblingen, inclusive of packaging costs

Item	Material/Description	Quant.	Price	Unit Price	Value in EUR
000040	3842536270 ACCUM.ROLLER CHAIN ACC.ROL.CHAIN 1/2"X5&	50 PC	516.96 EUR	1 PC	25,848.00
	Customer article no.:	3842536270			
	Order no.:	1014360954 / 000040 of 2022.11.15			
	Service provision date:	JAN / 2023			
	Order no./item:	4502863311 / 40			
	Order date:	2022.11.15			
	Number of packages:	3			
	PALLET PAL 1200X800X139	1	1033933511		
	PALLET PAL 1200X800X139	1	1033933516		
	PALLET PAL 1200X800X139	1	1033933520		
	Country of origin:	CN	Not entitled to preference		
	Stat. goods No.:	73151190	Net weight:	900.000 KG	

Total amount (EUR)

25,848.00

Firmensitz/Headquarters: Stuttgart; Registrierung/Registration: Amtsgericht Stuttgart HRB 23192
Vorstand/Executive Board: Dr. Steffen Haack (Vorsitzender/President)
Thomas Donato; Holger von Hebel; Reinhard Schäfer
Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Filiz Albrecht
Buchhaltung/Accounting: Bosch Rexroth AG, CF/ACC32-DE, 97813 Lohr
Schriftverkehr/Correspondence: Bosch Rexroth AG, Löwentorstrasse 68 - 70, 70376 Stuttgart

Commerzbank AG, Konto-Nr. 508271700, BLZ 505 800 05
IBAN DE92 5058 0005 0508 2717 00, BIC DRESDEFF505
Deutsche Bank Würzburg, Konto-Nr. 80035900, BLZ 790 700 16
IBAN DE48 7907 0016 0080 0359 00, BIC DEUTDEMM790
SteuerNr. 99012/08009

Invoice

Bosch Rexroth Korea Ltd.
29 Mieumsandan 1-ro
GANGSEO-GU BUSAN 46730
SÜDKOREA

Doc. no./date: 9024115215 / 2023.01.31

steuerfreie Ausfuhrlieferung / VAT exempt export according Art. 146 VAT Directive 2006/112/EC

Fees are per terms and conditions of payment agreed with you

The exporter of the products covered by this document (customs authorization No. DE/8850/EA/0051) declares that, except where otherwise clearly indicated, these products are of European Union (EU) preferential origin.

This document is valid in law without a signature.

Bosch Rexroth AG, D-97813 Lohr
 Bosch Rexroth Korea Ltd.
 29 Mieumsandan 1-ro
 GANGSEO-GU BUSAN 46730
 SÜDKOREA

MRN 23DE955698499198E8
 Package : 1033933511
 Quantity : 1
 Packing : PALLET
 Gross weight : 368,000 kg
 Dimensions in CM : 120x80x68

Packing list

Page
1

TO-Order : 52457740
Dispatch department : 721V
Date : 31.01.2023

Destination carrier : 130276
Your contact : Angelika Madjar
Telephon : + 49(711)811-40657
Telefax : + 49(711)811-46659
E-mail : Angelika.Madjar@boschrexroth.de
Sales tax indentify no. : DE813084274

Material	Quantity	Unit	Net weight kg	Delivery note	PO number
Material designation					
3842536270	20	PC	360,000	8027542445 000010	4502863311
ACCUMULATION ROLLER CHAIN			LAUFR.-ST-TEILESCHUTZ		

Bosch Rexroth AG, D-97813 Lohr
 Bosch Rexroth Korea Ltd.
 29 Mieumsandan 1-ro
 GANGSEO-GU BUSAN 46730
 SÜDKOREA

MRN 23DE955698499198E8
 Package : 1033933516
 Quantity : 1
 Packing : PALLET
 Gross weight : 366,000 kg
 Dimensions in CM : 120x80x70

Packing list

Page
1

TO-Order : 52457740
Dispatch department : 721V
Date : 31.01.2023

Destination carrier : 130276
Your contact : Angelika Madjar
Telephon : + 49(711)811-40657
Telefax : + 49(711)811-46659
E-mail : Angelika.Madjar@boschrexroth.de
Sales tax indentify no. : DE813084274

Material	Quantity	Unit	Net weight kg	Delivery note	PO number
Material designation					
3842536270	20	PC	360,000	8027542445 000010	4502863311
ACCUMULATION ROLLER CHAIN			LAUFR.-ST-TEILESCHUTZ		

Bosch Rexroth AG, D-97813 Lohr
 Bosch Rexroth Korea Ltd.
 29 Mieumsandan 1-ro
 GANGSEO-GU BUSAN 46730
 SÜDKOREA

MRN 23DE955698499198E8
 Package : 1033933520
 Quantity : 1
 Packing : PALLET
 Gross weight : 186,000 kg
 Dimensions in CM : 120x80x62

Packing list

Page
1

TO-Order : 52457740
Dispatch department : 721V
Date : 31.01.2023

Destination carrier : 130276
Your contact : Angelika Madjar
Telephon : + 49(711)811-40657
Telefax : + 49(711)811-46659
E-mail : Angelika.Madjar@boschrexroth.de
Sales tax indentify no. : DE813084274

Material	Quantity	Unit	Net weight kg	Delivery note	PO number
Material designation					
3842536270	10	PC	180,000	8027542445 000010	4502863311
ACCUMULATION ROLLER CHAIN			LAUFR.-ST-TEILESCHUTZ		