

Shipper

GULF GLASS IND.CO.LLC
P.O. BOX:6022, BUILDING NO 5,54 STREETUNIVERSITY
CITY ROAD NDL AREA NO 13,SHARJAH, UAE
TEL+971-6 -5134999

Consignee (if 'To Order' so indicate)

ENCLOS CORP
2225 S-43RD AVE 1 PHOENIX, ARIZONA, 85009 USA
EMAILID:BKRALL@ENCLOS.COM
ARODRIGUEZ@COALITIONGLAS.COM
TEL: +952 658 9859

Notify party (No claim shall attach for failure to notify)
SAME AS CONSIGNEE

BILL OF LADING

Bill/Lading Number
SDXBSHJSE25036680

EXPRESS

EXPRESS BILL OF LADING

CLARION
INTEGRATED LOGISTICS SOLUTIONS
CLARION SHIPPING LINES (CSL) LTD.

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

The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.
In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any to be void, if required by the Carrier. One (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.

Vessel		Port of Loading	Excess Value Declaration: Refer to Clause 11(4) + (5) on reverse side
NANSHA EXPRESS / 552E		JEBEL ALI, UNITED ARAB EMIRATES	
Port of Discharge	Destination (if on-carriage)	Freight Payable at:	No. of Originals
LOS ANGELES, USA	LOS ANGELES, USA	FREIGHT PREPAID	0 (ZERO)
Marks and Numbers	Number and Kind of packages / Description of Goods		Gross Weight Kgs. M3
	1 x 40OT CONTAINER STC 18 Box(s) DOUBLE GLAZED UNITS WITH ARISED EDGES AS PER THE SHIPPER COMMERCIAL INVOICE NO GGIEXP-2500166 HS CODE 7008000		20670 KG
Container Seals HLBU8077929 1080275	Type 40OT	Weight 20670 KG	Volume - Packages 18 BOX Mode CY/CY*

INCOTERM: CIF

Consol Ref: CDXBSHJSE25007772
SHIPPED ON BOARD 29-Dec-25

*Shipper Load Count and Sealed

Bill of Lading must be surrendered to:

CLARION LOGISTICS (USA) INC
10602 GREAT BASIN DRIVE ROSHARON,
TX 77583
AADI@CLARIOSHIPPING.COM

Freight Details, Charges, etc.

Place and Date of issue

JEBEL ALI, UNITED ARAB EMIRATES

29-Dec-25

AS AGENT FOR CARRIER

Place of Receipt

JEBEL ALI, UNITED ARAB EMIRATES

Place of Delivery

LOS ANGELES, USA

Total No. of Packages (in words)

ONE CONTAINER(S)

Note:

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

BILL OF LADING

FOR PORT TO PORT SHIPMENT OR FOR COMBINED TRANSPORT

DEFINITIONS

"Merchant" means and includes the Shipper, the Consignee, the Holder of this Bill of Lading and the Carrier and the Owner of the Goods.

"Carrier" means the issuer of this Bill of Lading as named on the face of it.

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

"Hague-Vidzy Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 2nd February 1952.

"Danube Rules" means the provisions of the United Nations' Convention on the Carriage of Goods by Sea 1976.

"COGSA 1991" means the Carriage of Goods by Sea Act 1991 of Australia dated 1st November 1991.

"COGSA 1971/92" means the Carriage of Goods by Sea Act of the United Kingdom dated 8th April 1971 and also includes the provisions of the Act dated 16th July 1992.

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

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

"SDRS" means Special Drawing Rights as defined by the International Monetary Fund.

"Container" includes any type of Container, Trailer, Flat or Unit Load Device.

"Person" includes an individual, a body corporate, a firm or partnership.

CONDITIONS

1. APPLICABILITY

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

2. CARRIER'S TARIFF

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

3. WARRANTY

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

4. NEGOTIABILITY AND TITLE TO THE GOODS

(1) This Bill of Lading shall be non-negotiable unless made "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to negotiate to transfer the same.

(2) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

5. ISSUANCE OF THIS BILL OF LADING

By issuance of this Bill of Lading the Carrier assumes liability as set out in these Conditions and:

(1) For Port to Port or Combined Transport, undertakes to perform and/or in his own name to procure the performance of the entire transport, from the place at which the Goods are taken in charge to the place designated for delivery in this Bill of Lading.

(2) For the purposes and subject to the provisions of this Bill of Lading, the Carrier shall be responsible for the acts and omissions of any person of whose services he makes use in the performance of the Contract evidenced by this Bill of Lading, but see clause 26 below.

(3) When issued on a Port to Port Basis, the responsibility of the Carrier is limited to that part of the carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or any part thereof during and after the part of the carriage even though charges for the whole carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel. The Carrier shall not be liable for any loss or damage whether the part of the Carrier or others and the Carrier may as such agent enter into contract with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

6. DANGEROUS GOODS INDEMNITY

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

(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 the time, they are deemed to be a hazard to life or property, they may at any place, without delay or demand of indemnity, cancel, discontinue or withdraw the carriage of the Goods even though charges for the whole carriage have been charged by the Carrier. The Merchant constitutes the Carrier as agent to enter into contracts on behalf of the Merchant with others for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel. The Carrier shall not be liable for any loss or damage whether the part of the Carrier or others and the Carrier may as such agent enter into contract with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

7. DESCRIPTION OF GOODS AND MERCHANT'S PACKING

(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity, weight and/or volume as furnished by him, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such descriptions. The rights of the Carrier under this Bill of Lading shall not in any way limit his responsibility and liability under this Bill of Lading to any person other than the Merchant.

(2) Without prejudice to Clause 8 (A) (2) (c), the Merchant shall be liable for any loss or damage which is caused by faulty or insufficient packing. Goods taken in charge for loading or packing within containers and trailers and for fitting when loading or packing has been performed by the Merchant or on behalf of the Merchant by a person other than the Carrier, or by defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant, and shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from such conditions.

(3) It is agreed that superficial rust, oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of the receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on the day of loading.

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

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

8. EXTENT OF LIABILITY

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

(2) The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage was caused by:

(a) an act or omission of the Merchant, or person other than the Carrier acting on behalf of the Merchant or from whom the Carrier took the Goods in charge;

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

(c) handling, loading, securing and/or unloading of the Goods by the Merchant or any person acting on behalf of the Merchant;

(d) inherent vice of the Goods;

(e) strike, lockout, stoppage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable diligence;

(f) a nuclear incident if the operator of a nuclear installation or a person acting for him failed to take the necessary safety measures in accordance with International Convention or National Law governing Liability in respect of nuclear energy;

(g) any cause or event which the Carrier could not avoid and the consequences whereof could not prevent by the exercise of reasonable diligence;

(3) The burden of proving that the loss or damage was due to one or more of the above causes will rest with the Merchant. With the Carrier established that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes and events specified in (b) to (d) above, 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 wholly or partly by one or more of these causes.

B. When in accordance with Clause 8 A.(1) the Carrier is liable to pay compensation in respect of loss or damage and the cause of transport where loss or damage occurred is known, the liability of the Carrier in respect of such loss or damage shall be:

(1) determined by the provisions contained in any International Convention or National Law, which provisions

(a) cannot be departed from by private contract, to the detriment of the claimant; and

(b) would have applied if the claimant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage

occurred and received as evidence thereof any partial document which must be issued to enable to make such International Convention or National Law applicable;

(2) with respect to the transportation in the United States of America or in Canada to the Port of loading or from the Port of Discharge, the responsibility of the Carrier shall be to procure transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariff and any law completely applicable. The Carrier guarantees the fulfilment of such inland carriers' obligation under the contracts and tariffs.

9. CONTAINERS

(1) Goods may be shipped by the Carrier in or on Containers and Goods may be shipped with other Goods;

(2) the terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant;

(3) if a Container has been stuffed by or on behalf of the Merchant;

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

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

(B) caused by the unsuitability of the Container provided that when the Container has been supplied by or on behalf of the Carrier, the paragraph (iii) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent on reasonable inspection by the Merchant at or prior to the time when the Container was accepted;

(iv) if the Container is not sealed at the commencement of the carriage except where the Carrier has agreed to seal the Container;

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, claim, liability or expense whatsoever arising from one or more of the following causes:

(A) (a) by the negligence of the carrier;

(B) (b) by any act or omission of the carrier;

(C) (c) by any act or omission of the carrier;

(D) (d) by any act or omission of the carrier;

(E) (e) by any act or omission of the carrier;

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