DHL= 2774056471

INDUSTRIAL AND COMMERCIAL BANK OF CHINA, WUZHOU CITY BRANCH
CHEN YI,TEL NO:0774-5836675 WUZHOU CHINA
SWIFT:ICBKCNBJGSI

REMITTANCE LETTER OF COLLECTION TO COLLECTING BANK

TO:
UNITED BANK LIMITED
PARA LANE, JODIA BAZAR,
PO BOX NO.4627, KARACHI,
PAKISTAN.

OM

DATE:2026-09-23

OUR REF.	:	**OC54501C600408 (PLEASE ALWAYS QUOTE)**
INVOICE NO.	:	L26PK0801
DOCUMENT AMOUNT	:	USD 58,410.00
DELIVERY CONDITION	:	CAD CASH AGAINST DOCUMENTS
TENOR	:	SIGHT
DRAWER	:	GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD DAZHU GROUP TIANXIN VILLAGE GULONG TOWN, WUZHOU CITY, GUANGXI P.R.
DRAWEE	:	M/S MUHAMMAD SHAUKAT AND BROTHERS, PAKISTAN

28 SEP 2026

DEAR SIR/MADAM,

WE ENCLOSE HERE WITH THE FOLLOWING DOCUMENTS FOR COLLECTION

1st	2nd	DOCUMENT	1st	2nd	DOCUMENT
3		COMMERCIAL INVOICE	3+3C		BILL OF LADING
3		PACKING LIST	1+1C		CERTIFICATE OF ORIGIN
1+2C		HEALTH CERTIFICATE	1+2C		PHYTOSANITARY CERTIFICATE
1		FUMIGATION CERTIFICATE			

SPECIAL INSTRUCTIONS

+PLEASE DELIVER DOCUMENTS TO THE DRAWEE AGAINST CASH

+PLEASE ACKNOWLEDGE RECEIPT OF THIS COLLECTION SCHEDULE.

+IN CASE OF DISHONOUR, PLEASE DO NOT PROTEST BUT ADVISE US OF NON-PAYMENT / NON-ACCEPTANCE BY TELEX/SWIFT, GIVING REASONS.

+ALL OUR CHARGES ARE TO BE BORNE BY DRAWER.

ALL YOUR CHARGES INCLUDING PAYMENT EXPENSES ARE TO BE BORNE BY DRAWEE.

+PAYMENT OF YOUR CHARGES MUST NOT BE WAIVED.

PAYMENT INSTRUCTION
PLEASE CREDIT TOTAL AMOUNT WITHOUT ANY DEDUCTIONS TO OUR H.O. (ICBKCNBJ) ACCOUNT WITH JPMORGAN CHASE NEW YORK (CHASUS33), CHIPS UID NO.299224, QUOTING OUR REF.NO.IN FIELD 21.

UNLESS OTHERWISE SPECIFIED THIS COLLECTION IS SUBJECT TO UNIFORM RULES FOR COLLECTIONS 1995 REVISION, ICC PUBLICATION NO.522.

IF YOU HAVE ANY FURTHER QUERIES ,PLEASE DON'T HESITATE TO CONTACT US QUOTING OUR REF.

THIS IS A COMPUTER-GENERATED LETTER,NO SIGNATURE REQUIRED.

16362

Guangxi Langri International Trade Co., Ltd.

Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China
Tel: 0086-18174836868 E-mail: 546524254@qq.com

COMMERCIAL INVOICE

To Messrs:
BUYERS: M/S MUHAMMAD SHAUKAT & BROTHERS
ADDRESS: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11
MARKET QUARTER KARACHI, PAKISTAN.
TEL:02132440285
E-MAIL: Shoaib.parachaabc@gmail.com
NTN:2144491-9

Invoice No.:L26PK0801
Date:01 AUG. 2026

Commodities:

Marks & Nos.	Description of goods	Quantity	Unit price	Amount
			CNF Karachi, Pakistan	
			USD/KG	USD
PRODUCT:CUMIN SEEDS MFG DATE:07/2026 EXP DATE:07/2029 NET WEIGHT:25.0KGS ORIGIN:CHINA	Cumin seeds H.S:0909.3100	22,500.00kgs	1.7	38,250
PRODUCT:BLACK CARDAMOM MFG DATE:07/2026 EXP DATE:07/2029 NET WEIGHT:25.0KGS ORIGIN:CHINA	Black cardamom H.S:0908.3110	6,000.00kgs	3.36	20,160
TOTAL:		28,500.00kgs		US$ 58,410
SAY US DOLLARS FIFTY EIGHT THOUSAND FOUR HUNDRED AND TEN ONLY.				

Benefit's bank information as below:
Beneficiary Name: Guangxi Langri International Trade Co., Ltd
Bank's Name: Industrial and Commercial Bank of China Wuzhou Branch
Bank's Address: No. 25 Daxue Road, Wuzhou City, Guangxi, China
Account: 2104310019300248382 (USD)
SWIFT CODE: ICBKCNBJ

Guangxi Langri International Trade Co., Ltd.

Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China
Tel: 0086-18174836868 E-mail: 546524254@qq.com

COMMERCIAL INVOICE

To Messrs: Invoice No.:L26PK0801

BUYERS: M/S MUHAMMAD SHAUKAT & BROTHERS Date:01 AUG. 2026

ADDRESS: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11

MARKET QUARTER KARACHI, PAKISTAN.

TEL:02132440285

E-MAIL: Shoaib.parachaabc@gmail.com

NTN:2144491-9

Commodities:

Marks & Nos.	Description of goods	Quantity	Unit price	Amount
			CNF Karachi, Pakistan	
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Bank's Address: No. 25 Daxue Road, Wuzhou City, Guangxi, China

Account: 2104310019300248382 (USD)

SWIFT CODE: ICBKCNBJ

Guangxi Langri International Trade Co., Ltd.

Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China
Tel: 0086-18174836868 E-mail: 546524254@qq.com

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Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China
Tel: 0086-18174836868 E-mail: 546524254@qq.com

PACKING LIST

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MARKET QUARTER KARACHI, PAKISTAN.
TEL:02132440285
E-MAIL: Shoaib.parachaabc@gmail.com
NTN:2144491-9

Invoice No.:L26PK0801
Date:01 AUG. 2026

Marks & Nos.	Description of goods	Quantity	N. W.	G. W.
PRODUCT:CUMIN SEEDS MFG DATE:07/2026 EXP DATE:07/2029 NET WEIGHT:25.0KGS ORIGIN:CHINA	Cumin seeds H.S:0909.3100	900bags	22,500.00kgs (25.0kgs/bag)	22,590.00kgs (25.1kgs/bag)
PRODUCT:BLACK CARDAMOM MFG DATE:07/2026 EXP DATE:07/2029 NET WEIGHT:25.0KGS ORIGIN:CHINA	Black cardamom H.S:0908.3110	240bags	6,000.00kgs (25.0kgs/bag)	6,024.00kgs (25.1kgs/bag)
TOTAL:		1,140 bags	28,500.00kgs	28,614.00kgs

Guangxi Langri International Trade Co., Ltd.

Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China
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PACKING LIST

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NTN:2144491-9

Invoice No.:L26PK0801
Date:01 AUG. 2026

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TOTAL:		1,140 bags	28,500.00kgs	28,614.00kgs

ORIGINAL

1. Exporter's Name and Address, Country
GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD.
ADD:DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN,
TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

CERTIFICATE NO. P26MAK8PRNP10022

CERTIFICATE OF ORIGIN
CHINA-PAKISTAN FTA
(Combined Declaration and Certificate)

2. Consignee's Name and Address, Country
M/S MUHAMMAD SHAUKAT & BROTHERS
ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA
MR-4/11 MARKET QUARTER KARACHI, PAKISTAN.

Issued in THE PEOPLE' S REPUBLIC OF CHINA
(Country)

3. Producer's Name and Address, Country
AVAILABLE TO CUSTOMS UPON REQUEST

See Instructions Overleaf

4. Means of transport and route (as far as known)

Departure Date AUG. 26, 2026

Vessel /Flight/Train/Vehicle No. ZHONG HANG 068/ 070S

Port of loading WUZHOU, CHINA

Port of discharge KARACHI, PAKISTAN

5. For Official Use Only

Verification:origin.customs.gov.cn

☐ Preferential Treatment Given Under China-Pakistan FTA Free Trade Area Preferential Tariff

☐ Preferential Treatment Not Given (Please state reason/s)

.....
Signature of Authorized Signatory of the Importing Country

6. Item number	7. Marks and numbers on packages; Number and kind of packages; description of goods; HS code of the importing country	8.Origin Criterion	9. Gross Weight, Quantity and FOB value	10. Number and date of invoices	11.Remarks
1	NINE HUNDRED (900) BAGS OF CUMIN SEEDS HS CODE: 0909.31	"P"	22500KGS N.W. USD:35820.00	L26PK0801 AUG. 01, 2026	**********
2	TWO HUNDRED AND FORTY (240) BAGS OF BLACK CARDAMOM HS CODE: 1211.90 *** *** *** *** *** Marks and numbers on packages: PRODUCT:CUMIN SEEDS MFG DATE:07/2026 EXP DATE:07/2029 NET WEIGHT:25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE:07/2026 EXP DATE:07/2029 NET WEIGHT:25.0KGS ORIGIN:CHINA	"P"	6000KGS N.W. USD:19490.00		

12.Declaration by the exporter

The undersigned hereby declares that the above details and statement are correct; that all the goods were produced in

CHINA
.....
(Country)

and that they comply with the origin requirements specified for these goods in the China-Pakistan Free Trade Area Preferential Tariff for the goods exported to

PAKISTAN
.....
(Importing country)

Nanning, China, AUG. 31, 2026
.....
Place and date, signature and stamp of authorized signatory

13. Certification

It is hereby certified, on the basis of control carried out, that the declaration by the exporter is correct.

NANNING CUSTOMS * 中华人民共和国 南宁 ORIGIN 海关 * THE PEOPLE'S REPUBLIC OF CHINA

267200016795 4

Nanning, China, AUG. 31, 2026
.....
Place and date, signature and stamp of certifying authority

267203007340261

China-Pakistan FTA Certificate of Origin Instructions

Box 1: State the full legal name, address (including country) of the exporter.

Box 2: State the full legal name, address (including country) of the consignee.

Box 3: State the full legal name, address (including country) of the producer. If more than one producer's good is included in the certificate, list the additional producers, including name, address (including country). If the exporter or the producer wishes the information to be confidential, it is acceptable to state "Available to Customs upon request". If the producer and the exporter are the same, complete field with "SAME".

Box 4: Complete the means of transport and route and specify the departure date, transport vehicle No., port of loading and discharge.

Box 5: The Customs Authority of the importing Party must indicate in the relevant boxes whether or not preferential treatment is accorded.

Box 6: State the item number.

Box 7: Provide a full description of each good. The description should be sufficiently detailed to enable the products to be identified by the Customs Officers examining them and relate it to the invoice description and to the HS description of the good. Shipping Marks and numbers on the packages, number and kind of package shall also be specified. For each good, identify the HS tariff classification to 6 digits, using the HS tariff classification of the country into whose territory the goods is imported.

Box 8: For exports from one Party to the other Party to be eligible for preferential treatment under China-Pakistan FTA, the requirement is that either: (to be adjusted according to the specific rules of origin)

i. The products wholly obtained in the exporting Party as defined in China-Pakistan FTA Rules of Origin;

ii. Subject to sub-paragraph (i) above, for the purpose of implementing the provisions of China-Pakistan FTA Rules of Origin, products worked on and processed as a result of which the total value of material originating from non- China-Pakistan FTA member states or of undetermined origin used is less than 60% of the FOB value of the product produced or obtained and the final process of the manufacture is performed within territory of the exporting Party;

iii. Products which comply with origin requirements provided for in Article 16 of this Agreement and which are used in a Party as inputs for a finished product eligible for preferential treatment in the other Party shall be considered as a product originating in the Party where working or processing of the finished product has taken place provided that the aggregate China-Pakistan FTA content of the final product is not less than 40%; or

iv. Products that satisfy the Product Specific Rules provided for in Attachment B of the China-Pakistan FTA Rules of Origin shall be considered as goods to which sufficient transformation has been carried out in a Party.

If the goods qualify under the above criteria, the exporter must indicate in Field 8 of this form the origin criteria on the basis of which he claims that his goods qualify for preferential treatment, in the manner shown in the following table:

Circumstances of production or manufacture in the first country named in Field 12 of this form	Insert in Field 8
(a) Products wholly produced in the country of exportation (see paragraph 8 (i) above)	"P"
(b) Products worked upon but not wholly produced in the exporting Party which were produced in conformity with the provisions of paragraph 8 (ii) above	Percentage of single country content, example 40%
(c) Products worked upon but not wholly produced in the exporting Party which were produced in conformity with the provisions of paragraph 8 (iii) above	Percentage of China-Pakistan FTA cumulative content, example 40%
(d) Products satisfied the Product Specific Rules	"PSR"

Box 9: Gross weight in Kilos should be shown here. Other units of measurement e.g. volume or number of items which would indicate exact quantities may be used when customary; the FOB value shall be the invoiced value declared by exporter to the issuing authority.

Box 10: Invoice number and date of invoices should be shown here.

Box 11: Customer's Order Number, Letter of Credit Number, and etc. may be included if required.

Box 12: The field must be completed, signed and dated by the exporter. Insert the place, date of signature.

Box 13: The field must be completed, signed, dated and stamped by the authorized person of the certifying authority.

COPY

1. Exporter's Name and Address, Country
GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD.
ADD:DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN,
TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

CERTIFICATE NO. P26MAK8PRNP10022

CERTIFICATE OF ORIGIN

CHINA-PAKISTAN FTA

(Combined Declaration and Certificate)

Issued in THE PEOPLE' S REPUBLIC OF CHINA
(Country)

See Instructions Overleaf

2. Consignee's Name and Address, Country
M/S MUHAMMAD SHAUKAT & BROTHERS
ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA
MR-4/11 MARKET QUARTER KARACHI, PAKISTAN.

3. Producer's Name and Address, Country
AVAILABLE TO CUSTOMS UPON REQUEST

4. Means of transport and route (as far as known)

Departure Date AUG. 26, 2026

Vessel /Flight/Train/Vehicle No. ZHONG HANG 068/ 070S

Port of loading WUZHOU, CHINA

Port of discharge KARACHI, PAKISTAN

5. For Official Use Only

Verification:origin.customs.gov.cn

☐ Preferential Treatment Given Under China-Pakistan FTA Free Trade Area Preferential Tariff

☐ Preferential Treatment Not Given (Please state reason/s)

.....
Signature of Authorized Signatory of the importing Country

6. Item number	7. Marks and numbers on packages; Number and kind of packages; description of goods; HS code of the importing country	8.Origin Criterion	9. Gross Weight, Quantity and FOB value	10. Number and date of invoices	11.Remarks
1	NINE HUNDRED (900) BAGS OF CUMIN SEEDS HS CODE: 0909.31	"P"	22500KGS N.W. USD:35820.00	L26PK0801 AUG. 01, 2026	**********
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12.Declaration by the exporter

The undersigned hereby declares that the above details and statement are correct; that all the goods were produced in

CHINA
.....
(Country)

and that they comply with the origin requirements specified for these goods in the China-Pakistan Free Trade Area Preferential Tariff for the goods exported to

PAKISTAN
.....
(Importing country)

麦丹妮

Nanning, China, AUG. 31, 2026
.....
Place and date, signature and stamp of authorized signatory

13. Certification

It is hereby certified, on the basis of control carried out, that the declaration by the exporter is correct.

NANNING CUSTOMS * 中华人民共和国 南宁 ORIGIN 海关 * THE PEOPLE'S REPUBLIC OF CHINA

2672000167954

Nanning, China, AUG. 31, 2026
.....
Place and date, signature and stamp of certifying authority

267203007340261

中华人民共和国出入境检验检疫
ENTRY-EXIT INSPECTION AND QUARANTINE OF THE PEOPLE'S REPUBLIC OF CHINA

正 本
ORIGINAL

共2页，第1页Page 1 of 2

编号 No.：226N7203000403001

健 康 证 书
HEALTH CERTIFICATE

发货人名称及地址
Name and Address of Consignor GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD. DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

收货人名称及地址
Name and Address of Consignee M/S MUHAMMAD SHAUKAT & BROTHERS FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11MARKET QUARTER KARACHI, PAKISTAN

品名
Description of Goods CUMIN SEEDS/BLACK CARDAMOM

加工种类或状态 State or Type of Processing *** 报检数量/重量 Quantity/Weight Declared **900BAGS/**22500KG/**240BAGS/**600 0KG 包装种类及数量 Number and Type of Packages **900BAGS/**240BAGS 贮藏和运输温度 Temperature during Storage and Transport ***	标记及号码 Mark & No. SEE ATTACHMENT

加工厂名称、地址及编号(如果适用)
Name, Address and approval No. of the approved Establishment (if applicable) (91450422MAE4L8AP0W)

启运地 Place of Despatch WUZHOU,CHINA
到达国家及地点 Country and Place of Destination PAKISTAN

运输工具 Means of Conveyance BY VESSEL
发货日期 Date of Despatch ***

RESULTS OF INSPECTION:
THIS LOT OF PRODUCTS HAS BEEN PROCESSED IN A SANITARY MANNER AND IS FIT FOR HUMAN CONSUMPTION.

****

南宁海关 印章 Official Stamp

签证地点Place of Issue WUZHOU,CHINA 签证日期Date of Issue 26 Aug.,2026

授权签字人Authorized Officer ZHONG WEIZHEN 签名Signature 钟围桢

中华人民共和国出入境检验检疫机关及其官员或代表不承担签发本证书的任何财经责任 .No financial liability with respect to this certificate shall attach to the entry-exit inspection and quarantine authorities of the P. R. of China or to any of its officers or representatives.

[c2-2(2018.4.20) * 1]

BB0108095

证书
CERTIFICATE

正 本
ORIGINAL

共 2 页第 2 页 Page 2 of 2

编号 No.: 226N7203004038001

ATTACHMENT

标记及号码
Mark & No.

PRODUCT:CUMIN SEEDS
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA
PRODUCT:BLACK CARDAMOM
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA

****

中华人民共和国出入境检验检疫
ENTRY-EXIT INSPECTION AND QUARANTINE OF THE PEOPLE'S REPUBLIC OF CHINA

正 本
ORIGINAL

植 物 检 疫 证 书
PHYTOSANITARY CERTIFICATE

编号 No.：226N7203000403[illegible]

发货人名称及地址 Name and Address of Consignor: SEE ATTACHMENT	自：中国 植物保护机构 From: Plant Protection Organization(s) of: CHINA
收货人名称及地址 Name and Address of Consignee: SEE ATTACHMENT	至：巴基斯坦 植物保护机构 To: Plant Protection Organization(s) of: PAKISTAN
品名 Name of Produce: CUMIN SEEDS/BLACK CARDAMOM	植物学名 Botanical Name of Plants: ***
报检数量 Quantity Declared: **900BAGS/**22500KG/**240BAGS/**6000KG	标记及号码 Mark & No.: SEE ATTACHMENT
包装种类及数量 Number and Type of Packages: **900BAGS/**240BAGS	
原产国 Country of Origin: CHINA	目的地国 Country of Final Destination: PAKISTAN
运输工具 Means of Conveyance: BY VESSEL	到达口岸 Port of Destination: KARACHI,PAKISTAN
产地 Place of Origin: WUZHOU,CHINA/WUZHOU,CHINA	检验日期 Date of Inspection: 24 Aug.,2026

兹证明上述植物、植物产品或其他限定物已按照有关官方程序进行检查和/或检验,被认为无输入国或地区规定的检疫性有害生物,因而符合输入国或地区的现行植物检疫要求,包括对限定的非检疫性有害生物的要求。

This is to certify that the plants, plant products or other regulated articles described herein have been inspected and/or tested according to appropriate official procedures and are considered to be free from the quarantine pests specified by the importing country/ region and to conform with the current phytosanitary requirements of the importing country/region, including those for regulated non-quarantine pests.

杀虫和/或灭菌处理 DISINFESTATION AND/OR DISINFECTION TREATMENT

日期 Date: ***	处理方法 Treatment: ***
持续时间及温度 Duration and Temperature: ***	药剂及浓度 Chemical and Concentration: ***
其他情况 Additional Information: ***	

附加声明 Additional Declaration

****

印章 Official Stamp: 中华人民共和国 南宁海关 082 检验检疫专用章 NANNING CUSTOMS THE PEOPLE'S REPUBLIC OF CHINA INSPECTION AND QUARANTINE	签证地点 Place of Issue: WUZHOU,CHINA	签证日期 Date of Issue: 26 Aug.,2026
	授权签字人 Authorized Officer: ZHONG WEIZHEN	签名 Signature: 钟围板

中华人民共和国出入境检验检疫机关及其官员或代表不承担签发本证书的任何财经责任。No financial liability with respect to this certificate shall attach to the entry-exit inspection and quarantine authorities of the P. R. of China or to any of its officers or representatives.

[c5-1(2023.3.9) * 1]

BD3355071

证书
CERTIFICATE

正 本
ORIGINAL

共 2 页第 2 页 Page 2 of 2

编号 No.: 226N72030004038002

ATTACHMENT

发货人名称及地址：
Name and Address of Consignor: GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD. DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

收货人名称及地址：
Name and Address of Consignee: M/S MUHAMMAD SHAUKAT & BROTHERS FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11MARKET QUARTER KARACHI, PAKISTAN.

标记及号码
Mark & No.

PRODUCT:CUMIN SEEDS
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA
PRODUCT:BLACK CARDAMOM
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA

****

印章 Official Stamp

签证日期 Date of Issue 26 Aug.,2026

签 名 Signature

Guangxi Langri International Trade Co., Ltd.

Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China
Tel: 0086-18174836868 E-mail: 546524254@qq.com

FUMIGATION CERTIFICATE

Date: 23 AUG. 2026

NAME OF SHIPPER: Guangxi Langri International Trade Co., Ltd.
ADD:Dazhu Group, Tianxin Village, Gulong Town, Teng Country, Wuzhou City , Guangxi, China

TO:
BUYERS: M/S MUHAMMAD SHAUKAT & BROTHERS
ADDRESS: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN.
TEL:02132440285
E-MAIL: Shoaib.parachaabc@gmail.com
NTN:2144491-9

H.S.CODE NO:	0909.3100
DESCRIPTION OF GOODS:	CUMIN SEEDS
NUMBER OF PACKAGE:	900 BAGS
FULLDETAILS OF PACKING:	PACKED IN BAGS OF 25KGS NET EACH
GROSS WEIGHT:	22,590 KGS@25.1 KGS
NET WEIGHT:	22,500 KGS@25 KGS
CONTAINER NO.:	CSNU6881770 (1X40'HQ CONTAINER)
MFG DATE:	07/2026
EXP DATE:	07/2029

H.S.CODE NO:	0908.3110
DESCRIPTION OF GOODS:	Black cardamom
NUMBER OF PACKAGE:	240 BAGS
FULLDETAILS OF PACKING:	PACKED IN BAGS OF 25KGS NET EACH
GROSS WEIGHT:	6,024 KGS@25.1 KGS
NET WEIGHT:	6,000 KGS@25 KGS

CONTAINER NO.:	CSNU6881770 (1X40'HQ CONTAINER)
MFG DATE:	07/2026
EXP DATE:	07/2029

WE CERTIFY THAT ALL ABOVE CONSIGNMENT HAS BEEN FUMIGATED UNDER OUR CONTROL.

CHEMICAL&CONCENTRATION: METHYLBROMIDE/48G/M3

DURATION&TEMPERATURE: 24HRS/25C

TREATMENT APPLIED DATE: 23 AUG. 2026

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

ORIGINAL

Tel: +65 68128288
E-Business: elines.coscoshipping.com

PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING

1 Shipper Insert Name Address and Phone/Fax GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD ADD: DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY, GUANGXI, CHINA*	Booking No. 6463642580 / Bill of Lading No COAU6463642580 Export References
2 Consignee Insert Name Address and Phone/Fax M/S MUHAMMAD SHAUKAT & BROTHERS ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN. NTN: 2144491-9**	Forwarding Agent and References FMC/CHB No Point and Country of Origin
3 Notify Party Insert Name Address and Phone/Fax (It is agreed that no responsibility shall attach to the Carrier or his agents for failure to notify) SAME AS CONSIGNEE	Also Notify Party-routing & Instructions
4 Combined Transport * Pre-Carriage by	5. Combined Transport * Place of Receipt WUZHOU, CHINA
6 Ocean Vessel Voy. No ZHONG HANG 068 070S	7. Port of Loading WUZHOU, CHINA / Service Contract No. / Doc. Form No. 2
8. Port of Discharge KARACHI, PAKISTAN	9. Combined Transport * Place of Delivery KARACHI, PAKISTAN / Type of Movement FCL / FCL CY-CY

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods See Clause 21)	Gross Weight	Measurement
CSNU6881770 /NK963435 /	1140 BAGS	/FCL/FCL /40HQ/28614.000KGS;		50.0000CBM
PRODUCT: CUMIN SEEDS MFG DATE: 07/2026 EXP DATE: 07/2029 NET WEIGHT: 25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE: 07/2026 EXP DATE: 07/2029		CUMIN SEEDS HS CODE:090931 BLACK CARDAMOM HS CODE:090831 TOTAL NET WEIGHT:28500KGS **TEL: 0086-18174836868 E-MAIL: 546524254@QQ.COM **TEL: 02132440285 E-MAIL: SHOAIB.PARACHAABC@GMAIL.COM		
	** TO BE CONTINUED ON ATTACHED LIST **			

Declared Cargo Value US$ (See Clause 8.3 on reverse side) | Description of Contents for Shipper's Use Only (Not part of This B/L Contract)

10. Total Number of Containers and/or Packages (In words) Subject to Clause 8 Limitation of Liability: SAY ONE CONTAINER TOTAL

11. Freight & Charges	Revenue Tons	Rate	Per	Amount	Prepaid	Collect	Freight & Charges Payable at / by

Received in external apparent good order and condition unless otherwise stated. The total number of the packages or units, the description of the goods and the weights shown in this Bill of Lading are furnished by the merchants, to which the carrier has no reasonable means and duties of verification. The carrier has issued 3 original Bills of Lading, all of this tenor and date, upon any one of the original Bills of Lading be surrendered and endorsed or signed against the delivery of the shipment, the others shall be void. The merchants agree to be bound by the terms and conditions of this Bill of lading and Sanctions and the Export Control Compliance Terms as if each had personally signed this Bill of lading. The complete TERMS AND CONDITIONS appearing on the reverse side of this Bill of Lading and the Sanctions and Export Control Compliance Terms are available at https://lines.coscoshipping.com/home/HelpCenter/termsAndConditions. Demurrage and Detention shall be charged according to the tariff published on the Home page of https://lines.coscoshipping.com. If any ambiguity or query, please search by Demurrage & Detention Tariff Enquiry.
*Applicable Only When Document Used as a Combined Transport Bill of Lading

Date of Receipt *

Date Laden on Board 26 AUG 2026

Signed by
华南中远海运集装箱运输有限公司
COSCO SHIPPING LINES SOUTH-CHINA CO., LTD.
AS AGENT

1202 Date of Issue 26 AUG 2026 Place of Issue GUANGXI

Signed for the Carrier, NEW GOLDEN SEA SHIPPING PTE. LTD.

TERMS AND CONDITIONS
(Large Print Available on Request)

1 DEFINITIONS

Carrier

Carriage

Bill of Lading

Merchant

Holder

Vessel

Subcontractor

Goods

Package

Container

Freight

U.S. COGSA

Terms and Conditions

2 WARRANTY

3 CARRIER'S TARIFF

4 SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

5 CARRIER'S RESPONSIBILITY

(1) Port to Port Shipment

(2) Combined Transport

6 NOTICE OF CLAIM AND TIME BAR

7 LOSS OR DAMAGE

8 LIMITATION OF LIABILITY

9 TIME

10 CARRIER'S CONTAINERS

11 MERCHANT STUFFED CONTAINER

12 MERCHANT'S DESCRIPTION

13 MERCHANT'S RESPONSIBILITY

14 FREIGHT AND CHARGES

15 INSPECTION OF THE GOODS

16 CARRIAGE AFFECTED BY INTERVENTION OF THE PERSON

17 LIENS

18 DELIVERY OF GOODS AND CLAIMS

19 METHODS AND PLACE OF DELIVERY

20 MATTERS AFFECTING PERFORMANCE

21 DANGEROUS GOODS

22 SPECIAL REFRIGERATED OR HEATED CONTAINERS

23 NOTIFICATION AND DELIVERY

24 GENERAL AVERAGE AND SALVAGE

25 BOTH TO BLAME COLLISION

26 NON-VESSEL OPERATING COMMON CARRIERS

27 LAW AND JURISDICTION

28 VARIATION OF THE CONTRACT

29 NEW JASON CLAUSE

The following clauses are applicable only when document is used as a Sea Waybill

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34

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CNT25

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

ORIGINAL

Vessel: ZHONG HANG 068 Voyage: 070S B/L NO. COAU6463642580

Marks & Nos. Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
NET WEIGHT: 25.0KGS ORIGIN:CHINA				
TOTAL:	1140 BAGS		28614.000KGS	50.0000CBM
OCEAN FREIGHT PREPAID SHIPPER'S LOAD STOW COUNT AND SEAL ON CY-CY TERM DESTINATION OFFICE ADDRESS: COSCO SHIPPING LINES PAKISTAN (PVT) LTD. 8TH FLOOR, CLIFTON DIAMOND BUILDING, PLOT NO. 10, BLOCK-4, CLIFTON KARACHI, PAKISTAN CS.PAKISTAN@COSCON.COM PHONE: (92)21-35270800 FAX: 0092-21-35180643				

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS

"Carrier" means NSW GOLDEN SEA SHIPPING PTE. LTD

"Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill of Lading

"Bill of Lading" means the present document whether issued as a Bill of Lading or a Sea Waybill, and whether issued in paper or electronically

"Merchant" includes the Consignor the Shipper the Receiver the Consignee the Owner of the Goods, the Holder or Endorsee of this Bill of Lading, any Person having entitled to or claiming the possession of the Goods or this Bill of Lading and anyone acting on behalf of any such person

"Holder" means any person for the time being in possession of this Bill of Lading or to whom rights of suit and/or liability under this bill of lading have been transferred or vested

"Vessel" includes the Vessel(s) named in this Bill of Lading or any substitute thereafter and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with any waterborne carriage

"Subcontractor" includes owners managers operators and charterers of vessels (other than the Carrier) stevedores, terminal warehouse depot and groupage operators road and rail transport operators and any independent contractor employed by the Carrier in the performance of the carriage and any sub Subcontractor thereof. The expression Subcontractor shall include direct and indirect Subcontractors and their respective servants agents or subcontractors.

"Goods" means the whole or any part of the cargo received from the Merchant and includes any Container not supplied by or on behalf of the Carrier

"Package" means for container purposes the largest unit into which the Goods are packaged or consolidated by the Merchant including any pallet and for bulk cargo the weight of cargo for the purposes of Clause 6 below

"Container" includes any Container open top, trailer transportable tank, flat rack, platform, pallet and any other equipment or device used for or in connection with the transportation of the Goods

"Freight" includes all charges payable to the Carrier in accordance with the applicable Tariff and this Bill of Lading

"U.S. COGSA" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1936

"Terms and Conditions" means all terms, rights, defenses, provisions, conditions, exceptions, limitations, and liberties hereof

2. WARRANTY

The Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of the person owning or entitled to the possession of the Goods and this Bill of Lading

3. CARRIER'S TARIFF

The Terms and Conditions of the Carrier's applicable Tariff and other requirements regarding charges are incorporated into this Bill of Lading. Particular attention is drawn to the Terms and Conditions contained therein including, but not limited to, free storage time, Container and vehicle demurrage and detention etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or its agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff this Bill of Lading shall prevail.

4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

(1) The Carrier shall be entitled to sub contract at any time and on any terms whatsoever the whole or any part of the carriage and/or any Subcontractor and/or to substitute any other vessel or means of transport for the Vessel, including liberty to further sub-contract

(2) The Merchant agrees that no claim or legal action whatsoever shall be made or brought against any person by whom the carriage is performed or undertaken (including, but not limited to, the Carrier's servants, agents or Subcontractors) other than the Carrier. Should any such claim or legal action nevertheless be made or brought, the Merchant undertakes to indemnify the Carrier against all consequences thereof including legal expenses on a full indemnity basis. Without prejudice to the foregoing, every such person or vessel including, but not limited to the Carrier's servants, agents or Subcontractors as defined in Clause 1 above, shall have the benefit of every exemption, defense and limitation herein contained applicable to the Carrier in contract or in tort as if such provision were expressly contracted for its benefit, and in entering into this contract the Carrier to the extent of such exemptions, defenses and limitations, does so not only on its behalf but also as an agent and trustee for such person or vessel

5. CARRIER'S RESPONSIBILITY

(1) Port to Port Shipment If box 8 box 5 and/or box 9 is/are not any inserted, or the place(s) or port(s) indicated therein is/are same as the place(s) or port(s) that indicated in box 7 and box 8 on the front of this Bill of Lading, this Bill of Lading is a Port to Port contract. The Carrier shall be responsible for the Goods as 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 port of discharge to the Merchant or to the Authority as required by local laws or regulations, whichever occurs earlier

(2) Combined Transport If box 8, box 5 and/or box 9 are filled in on the front of the Bill of Lading and the place(s) or port(s) indicated therein is/are place(s) or port(s) other than that indicated in box 7 and box 8 and freight is paid for combined transport, this Bill of Lading is a combined transport contract. The Carrier undertakes to arrange or procure the pre-carriage and/or on-carriage segments of the combined transport. All claims arising from the combined transport carriage must be filed with the Carrier within 9 months after the delivery of the Goods or the date when the Goods should have been delivered. Failing which the Carrier shall be discharged from all liabilities whatsoever in respect of the Goods. If any payment is made by the Carrier to the Merchant in respect of any claim arising from the combined transport carriage, the Carrier shall be automatically subrogated to or given all rights of the Merchant against all others including pre-carriers or on-carrier or Subcontractor on account of such loss or damage. Nothing herein contained shall be deemed a waiver of any rights that the Carrier may have against a pre-carrier or on-carrier or Subcontractor for indemnity or otherwise

6. NOTICE OF CLAIM AND TIME BAR

(1) Unless notice of loss or damage is given in writing to the Carrier's agent at the Port of Discharge or Place of Delivery before or on the date of delivery of the Goods, or if loss or damage is not apparent, within 15 consecutive days thereafter, such delivery shall be prima facie evidence of the delivery of the Goods by the Carrier and/or on-carrier in the order and condition described in this Bill of Lading

(2) The Carrier, its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought within one year after the delivery of the Goods or the date when the Goods should have been delivered

7. LOSS OR DAMAGE

(1) The Terms and Conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the carriage of the Goods not only during the carriage, but also during the period prior to and/or subsequent to the carriage. The exemptions from liability, defenses and limitation of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay, howsoever occurring and whether the action be founded in contract or in tort and even if the loss, damage or delay arose as a result of unseaworthiness, negligence or fundamental breach of contract. Save as is otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage or loss of profits.

(2) The Carrier does not undertake that the Goods will be transported from or loaded at the place of receipt or loading or and arrive at the place of discharge or destination or transshipment aboard any particular vessel or other conveyance at any particular date or time or to meet any particular market or in time for any particular sale. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed if the Carrier shall find it necessary, prudent or commercial. The Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay.

(3) 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 national law(s) and/or international convention(s) applicable thereto if the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that it shall be deemed that the loss or damage occurred aboard the Carrier's vessel in either case clauses 6.4.2) and 8 shall apply

8. LIMITATION OF LIABILITY

(1) Subject always to the Carrier's right to limit liability as provided for herein, if 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 value of the Goods plus Freight and insurance if paid. The value of the Goods shall be determined by the lowest price with reference to the commercial invoice, customs declaration, any prevailing market price (at the place and time they are delivered or should have been delivered) production price or the reasonable value of goods of the same kind and/or quality

(2) Save as it provided in clause 8(3)

(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 666.67 SDR per package or other shipping unit or 2 SDR per kilogramme of the gross weight of the Goods lost or damaged, whichever is the higher unless Clause 8(2)(b) applies.

(b) where carriage includes 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. COGSA as provided for in Clause 27(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 USD 500 per package or, where the Goods are not shipped in packages, USD 500 per customary freight unit, or any event, the Carrier's limitations of liability in respect of inland loss or damage shall be no higher than that of the underlying 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 shipment and inserted in this Bill of Lading in the box of "Declared Cargo Value" and the Merchant has paid additional freight on such declared value. The declaration 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 become liable for any loss or damage to or in connection with Goods if the nature or value thereof has been misstated by the Merchant in this Bill of Lading

(4) 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 this Bill of Lading 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 such article 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 Carrier such article of carriage shall be deemed to be one package or one shipping unit

9. FIRE

The Carrier shall not be liable for any loss of or damage to the Goods occurring at any time including that before loading or after discharge by reason of any fire whatsoever unless such fire is caused by the actual fault of the Carrier

10. CARRIER'S CONTAINERS

(1) Goods received in break bulk will be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or not stuffed by the Carrier, on deck or below deck. All such Goods shall participate in General Average, Salvage charges and/or special charges. The Terms and Conditions of this bill of Lading, including the applicable laws as provided for in Clause 27 shall apply to Containers carried on deck.

(2) If Carrier's Containers and equipment are used by the Merchant for pre-carriage or on-carriage or unpacked at the Merchant's premises, the Merchant is responsible 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 agents, within the time prescribed in the Tariff and/or required by the Carrier. Should a Container not be returned within the aforesaid time, the Merchant shall be liable for any detention, demurrage, loss or expenses which may arise from such non-return

(3) The Merchant shall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Merchant or anyone acting on the Merchant's behalf. The Merchant shall also be liable during such period for any loss of or damage to the property of others or for any injuries or death and the Merchant shall indemnify and hold the Carrier harmless against all damages, including legal expenses, incurred from any and all such claims arising during such periods

11. MERCHANT-STUFFED CONTAINER

(1) If a Container has not been stuffed by or on behalf of the Carrier the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier if such loss, damage, liability or expense has been caused by

(a) the manner in which the Container has been filled, packed, loaded or stuffed or

(b) the unsuitability of the Goods for carriage in the Container, or

(c) the unsuitability or defective condition of the Container, provided that, if the Container had been supplied by or on behalf of the Carrier, this unsuitability or defective condition could have been apparent upon inspection by the Merchant at or prior to the time when the Container was filled, packed, loaded or stuffed

(2) If a Merchant stuffed Container is delivered by the Carrier with its seal intact, such delivery 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 facie evidence of its being suitable and without defect

12. MERCHANT'S DESCRIPTION

(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant, or on its behalf shall not be binding on the Carrier and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has not verified the contents, weight or measurement of a sealed Container and the Carrier shall have no responsibility whatsoever as to the correctness of sealed Containers' description of the Goods or their weight or measurement for the value inventory, quality, description, condition, marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars

(2) If the particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of the Merchant and for its convenience. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and shall in no way affect the Carrier's liability under this Bill of Lading. The Merchant acknowledges that except as provided for in Clause 8 hereof the value of the Goods is unknown to the Carrier

13. MERCHANT'S RESPONSIBILITY

(1) The parties defined as Merchant in clause 1 hereof shall where applicable be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by any of them under this Bill of Lading

(2) The Merchant warrants to the Carrier that the particulars relating to the Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on receipt of this Bill of Lading and that such particulars and any particulars furnished by or on behalf of the Merchant are adequate and correct. The Merchant also warrants that the Goods are lawful Goods and are not contraband, drugs or other illegal substances or stowaways and that the Goods will not cause loss, damage or expense to the Carrier or to any other cargo

(3) The Merchant shall indemnify the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetary nature arising or resulting from any breach of the warranties in Clause 13(2) hereof or from any other cause in connection with the Goods for which the Carrier is not responsible. The Carrier shall have the right to collect liquidated damages from the Merchant in accordance with its provisions

(4) If the Merchant's description of the Goods in this Bill of Lading or in any document or certificate furnished to the Carrier by or on behalf of the Merchant shall prove to have been inaccurate, incorrect or misleading in any respect, the Merchant shall be liable for all fines, penalties, charges and expenses arising therefrom and any loss and damage suffered by the Carrier

(5) The Merchant shall comply with all regulations or requirements of customs, port and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including the full return freight for the Goods, if not carried the full Freight from the Port of Discharge or the Place of Delivery nominated herein to the amended Port of Discharge or the amended Place of Delivery) incurred and/or sustained by reason of any failure to so comply or by reason of any illegal, incorrect or insufficient marking, numbering, or addressing of the Goods, and shall indemnify the Carrier in respect thereof

14. FREIGHT AND CHARGES

(1) All Freight shall be deemed fully, finally and unconditionally earned upon booking of the Goods by the Carrier and shall be paid and non-returnable in any event whatsoever

(2) All Freight and charges shall be 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 coming the Freight in the applicable Tariff or as agreed otherwise

(4) Payment of Freight and charges to any freight forwarder or broker, or anyone other than the Carrier or its authorized agent shall not be considered payment to the Carrier and shall be made at the Merchant's sole risk

(5) The parties defined as Merchant in clause 1 hereof shall where applicable be jointly and severally liable to the Carrier for payment of all Freight, demurrage and detention, General Average, Salvage charges and/or special charge and charges including but not limited to court cost, expenses and reasonable attorney's fees incurred in collecting sums due the Carrier failing which shall be considered a default by the Merchant in the payment of freight and charges

15. INSPECTION OF THE GOODS

The Carrier and/or any person to whom the Carrier has subcontracted the carriage or any person authorized by the Carrier shall be entitled but under no obligation to open any container or Package at any time and to inspect the Goods. If by order of the Authorities at any place, a container must be opened for inspection 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 be entitled to recover the cost of such opening, unpacking, inspection and repacking from the Merchant

16. CARRIAGE AFFECTED BY CONDITION OF THE GOODS

If 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 or taking any measures(s) in relation to the Goods or the Container, the Carrier may without notice to the Merchant (but as its agent only) take any measures(s) and/or incur any additional expense to carry or to continue the carriage thereof and, in disposal of the Goods, and/or abandon the carriage and/or store them ashore or afloat, under cover or in the open, at any place, whichever the Carrier in its absolute discretion considers most appropriate, which abandonment storage or disposal thereof shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against all expenses incurred

17. LIENS

The Carrier 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 Average, Salvage charges and/or special charges, contribution. The Carrier shall also have a lien on the Goods and any document relating thereto for all sums due to the Merchant to the Carrier under any other contract whether or not related. The Carrier may exercise its lien at any time and any place 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 any sums due and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant. Nothing herein shall prevent the Carrier from recovering from the Merchant the difference between the net proceeds of sale and the net amount due and the Merchant shall remain liable for any such deficiency. The Carrier's exercise of any lien or right of sale under this clause shall not affect its other rights under this contract or otherwise or at law.

18. DECK CARGO, ANIMALS AND PLANTS

Goods (other than Goods stuffed in Containers) that are stated on the front of this Bill of Lading as carried on deck and Goods carried alive or for the purposes of being propagated, including but not limited to live animals, plants and seeds, are carried entirely at the risk of the Merchant, and the Carrier shall be under no liability whatsoever for any loss or damage or delay arising during carriage by sea whether or not arising out of negligence on the part of the Carrier. The Carrier shall be bound to prove that he has fulfilled the special requirements of the Merchant with regard to the carriage of the Goods, and that under the circumstances of the sea carriage the loss or damage has occurred due to the special risks inherent therein. The Merchant shall indemnify the Carrier against all liability, loss and damage howsoever arising or resulting therefrom. The Merchant shall pay all costs, charges and expenses of whatsoever nature incurred during the carriage of such Goods

19. METHODS AND ROUTES OF CARRIAGE

(1) The Carrier may at any time and without notice to the Merchant

a. use any means of transport or storage whatsoever

(b) transfer the Goods from one conveyance to another, including transshipment or carrying the same to another destination other than that mentioned on the front of this Bill of Lading or by any other means of transport whatsoever

(c) use vessels or other conveyances which are at the time of the carriage or thereafter, whether or not the nearest or most direct or customary or advertised or usual route or any vessel or conveyance which is not specifically described herein or which may be withdrawn from the service without notice, and which may be at any time operated by the Carrier or by any other person, firm or corporation whatsoever and whether scheduled to sail before or after the date of this Bill of Lading and whether proceeding to the port of loading or discharge or any other port or ports, whether in or out of the customary or advertised route, and whether proceeding directly to the port of discharge or otherwise and whether the Goods are carried on deck or under deck, and to load and unload the Goods at any place or port (whether or not any such port is named on the front of this Bill of Lading) and to store the Goods at any such port or place

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

(2) The liberties set out in Clause 19(1) may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any personnel, undergoing repairs and/or dry docking, towing or being towed, assisting other vessels, making trials and adjusting instruments.

(3) Anything done or not done in accordance with Clause 19 or any delay arising therefrom shall be deemed to be within the scope of the carriage and shall not be a deviation

20. MATTERS AFFECTING PERFORMANCE

If at any time the carriage is or is likely in the judgement of the Master to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind, whether or not of the nature hereinbefore mentioned, whether existing or reasonably anticipated before the commencement or during the carriage, whether or not the circumstances giving rise to such matters as stated above existed at the time this contract was entered into or the Goods were received for shipment, the Carrier, whether or not the carriage is commenced, may, at its sole discretion and without prior notice to the Merchant

(1) carry the Goods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, by an alternative route than that indicated in this Bill of Lading or from that usually employed by the Carrier for Goods consigned to that Port of Discharge or Place of Delivery if the Carrier elects to invoke the terms of this sub Clause then notwithstanding the provisions of Clause 19 hereof the Carrier shall be entitled to charge such additional freight as the Carrier may determine, or

(2) suspend the carriage of the Goods and store them ashore or afloat upon the Terms and Conditions of this Bill of Lading and endeavor to forward them as soon as possible 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 then the Carrier shall be entitled to the payment of such additional freight as the Carrier may determine, or

(3) abandon the carriage of the Goods and place the Goods at the Merchant's disposal at any port or place where the Carrier may deem safe and convenient whereupon the responsibility of the Carrier in respect of such Goods shall entirely cease. The Carrier shall nevertheless be entitled to full freight on the Goods received for shipment and the Merchant shall pay any additional costs of the carriage to and delivery and storage at such port or place

Where the Carrier elects to use an alternative route under Clause 20(1) or to suspend the carriage under Clause 20(2) same shall not prejudice its right subsequently to abandon the carriage

21. DANGEROUS GOODS

At the time of shipping Goods which are or which may become of a dangerous, noxious, hazardous, flammable or damaging nature (including radioactive matter all of which are or may become liable to cause damage or loss of any person, environment or property whatsoever and whether in any way listed in any official or unofficial international or national code, convention, listing or table) the Merchant shall in all things agree with the regulations governing the carriage of such Goods. The Merchant shall properly mark and label the Goods as required and notify the Carrier in writing of the proper description, nature and the precautions to be taken. In case the Merchant fails to or inaccurately notifies the Carrier or if in the opinion of the Carrier the Goods are or are liable to become of a dangerous, noxious, hazardous, flammable or damaging nature they may at any time or place be unloaded, destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the carrier's right to freight. The Merchant shall indemnify and hold harmless and defend the Carrier, its servants, agents and subcontractors and any ship carrying and against all claims, liabilities, loss, damage to any personal injury and/or death, fines and/or penalties and all reasonable legal expenses resulting from such shipment and/or loaded to the Carrier the vessel any other cargo or property whether on board or ashore whether or not the Merchant was aware of the nature of such Goods. Notwithstanding the Carrier knows aspect of the nature of such Goods, and/or any such shipment, such Goods and/or any such Goods loaded destroyed or rendered harmless without compensation when they become an actual danger to the vessel the time any other person or board or other goods. However nothing contained in this clause shall deprive the Carrier of any of its rights provided for elsewhere in any

22. SPECIAL REFRIGERATED OR HEATED CONTAINERS

(1) Unless the Merchant and the Carrier agree in writing before shipment that specially insulated refrigerated or heated containers are to be used to ship the Goods and such agreement is noted on the front of this Bill of Lading and the Merchant has given proper written instructions, the carrier at the request of the Goods and of the particular temperature range to be maintained and, at special attention required and the Merchant pays the extra freight charged as per the Carrier's Tariff or as agreed, the Goods shall be carried in ordinary uninsulated containers

(2) In case of a refrigerated or heated container supplied by or on behalf of the Merchant, the Merchant undertakes that it has maintained, and up to any other vessels have been correctly set by the Merchant and that the temperature of the Goods and the refrigerated container has been brought to the required temperature when before stuffing and that the Goods have been properly stowed in the container before the vessel thereof by the Carrier. If these requirements are not fully met, the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising. The Merchant shall be responsible for the operation and maintenance of the Carrier's container while it is in the Merchant's custody or the custody of anyone acting on the Merchant's behalf

(3) If a suggested temperature is noted on the front of this Bill of Lading the Merchant shall deliver the Goods to the Carrier at the noted temperature plus or minus 3° permitted and the Carrier shall exercise due diligence to maintain such temperature plus or minus 3° when the Goods are in the Carrier's possession. The Carrier shall not be liable for the consequences of delivering the Goods at temperatures plus or minus 3° as required for their short possession. The Carrier shall not be liable for the consequences of delivering the Goods at temperatures plus or minus 3° as required for their short

(4) The Carrier does not warrant that the Container be properly ventilated, refrigerated or heated throughout the carriage and shall the Carrier be liable for any loss of or damage to the Goods arising from any latent defects, any loss or part of failure or breakdown or stoppage of the refrigerating machinery, plant insulation and/or any deportation of the container, conveyance and any other faculties, provided that the Carrier shall before or at the beginning of the carriage exercise due diligence to maintain the refrigerated container in an efficient state

(5) In case of the Merchant's own Container a set of emergency kit and an operation manual shall be supplied by the Merchant

23. NOTIFICATION AND DELIVERY

(1) Any mention herein 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 give rise to any liability whatsoever on the part of the Carrier or relieve the Merchant of any obligation hereunder

(2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as required by the Carrier

(3) If the Merchant fails to take delivery of the Goods during a reasonable time or whenever in the opinion of the Carrier the Goods are likely to deteriorate decay become worthless or incur charges whether for storage or otherwise in excess of their value, the Carrier may at its discretion or without prejudice to any rights which he may have against the Merchant without notice and without any responsibility whatsoever attaching to him, unpack, destroy or dispose of the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant. The aforesaid unstuffing shall constitute due delivery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods thereof shall cease

(4) Where the Carrier is obliged to hand over the Goods so as into the custody of the port customs or any other Authorities at the Port of Discharge or Place of Delivery and/or the Merchant cannot be found or the Merchant refuses to take delivery of the Goods as required by the Merchant or pursuant to the local law, regulation and/or practice, such hand over shall constitute due delivery to the Merchant and under this Bill of Lading and there upon the liability of the Carrier in respect of the Goods shall entirely cease

(5) Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this Clause, notwithstanding its having been notified of the availability of the Goods for delivery, shall constitute an irrevocable power by the Merchant to the owner of all and any claims whatsoever relating to the Goods or the Carriage. The Merchant shall be liable for any losses, damages, expenses and liabilities incurred and sustained by the Carrier arising from such refusal, including but not limited to the return of the Goods to their place of origin

24. GENERAL AVERAGE AND SALVAGE

(1) General Average shall be adjusted, stated and settled at any port or place at the Carrier's option according to the York Antwerp Rules 1994 except Rule XI thereof and as to matters not provided for by the York Antwerp Rules 1994, according to the laws and usages in London. This covering all vessels chartered on or under deck. General average on a vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that vessel. The Merchant shall give such cash deposit or other security as the Carrier may deem sufficient to cover the estimated General Average contribution of the Goods and any salvage and special charges thereon before delivery

(2) In the event of the Master considering that salvage services are needed, the Merchant agrees that the Master shall act as its behalf to procure such services to Goods and that the Carrier may act on its behalf to settle salvage remuneration. The Merchant shall timely and fully provide cash deposit to either vessel or to the salvor without affecting the schedule of the vessel after the salvage having which the Merchant shall be liable for any losses arising therefrom and sustained by the Carrier

25. BOTH-TO-BLAME COLLISION

The Both to blame Collision Clause currently published by the Baltic and International Maritime Conference is deemed to be incorporated into this Bill of Lading

26. NON-VESSEL-OPERATING COMMON CARRIERS

If this Bill of Lading is accepted by a Merchant acting as a non-vessel operating common carrier ("NVOCC") which has in turn included other contracts of carriage in the head contract, the NVOCC hereby warrants that the carriage included by him in respect of the Goods subject to the Bill of Lading shall incorporate the Terms and Conditions of this Bill of Lading. The NVOCC further warrants to indemnify the Carrier, its servants, agents and subcontractors against all consequences of its failure to do so

27. LAW AND JURISDICTION

(1) Except as provided in Clause 27(2) below, all claims against the Carrier must be brought and heard exclusively in the Singapore High Court (except as provided elsewhere in this Bill of Lading laws of Singapore shall apply to such claims.

2. Where the shipment covered by this Bill of Lading is to or from the United States of America including its districts, territories and possessions, any claim arising hereunder must be brought and heard exclusively in the United States District Court for the Southern District of New York, in the Carrier's domiciliary forum for the matter. Any competent state or federal court within New York County, except as otherwise set out herein, shall have jurisdiction including over all disputes to the Bill of Lading shall apply to such claims. Where U.S. COGSA applies, then the provisions stated in said Act the period during carriage of the Goods before loading on the vessel at the port of loading and following discharge from the vessel at the port of discharge and throughout the time that the Goods are in the Carrier's possession, custody or control

(3) This Law and Jurisdiction Clause is intended solely for the Carrier's benefit and may be unilaterally waived by the Carrier in whole or in part before any proceedings are commenced. The Carrier shall be entitled at its sole option to pursue any claim against the Merchant or any other person in any court or any subject on or competent court in the Place of Receipt, the Port of Loading, the Port of Discharge, the Place of Delivery, any other place relevant to the carriage or where the Merchant has a place of business or has assets

28. VARIATION OF THE CONTRACT

No servant, agent or Subcontractor of the Carrier shall have the power to waive or vary any terms and conditions of this Bill of Lading unless such waiver or variation is in writing and is specifically authorized or approved in writing by the Carrier

29. NEW JASON CLAUSE

In the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequences of which the Carrier is not responsible by statute, contract or otherwise, the Merchant shall jointly and severally shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a general average nature that may be made 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, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers

The following clauses are applicable only when document used as a Sea Waybill

30 Delivery will be made to the consignee or if author and representative upon presentation of a delivery receipt or other evidence of identity and such other satisfactory to the Carrier in its sole and absolute discretion without the need of producing or surrendering a copy of Sea Waybill

31 Except as provided in this Sea Waybill the carriage of cargo as evidenced by this Sea Waybill is subject to the terms and conditions of the Carrier current Combined Transport Bill of Lading clauses 1 to 29 a copy of which may be obtained from the Carrier and its agent. The Shipper accepts said Terms and Conditions including but not limited to the per package and other limitations of liability contained therein on behalf of the Consignee and warrants that he has authority to do so

32 The Consignee or other receiver of the Goods by presenting this Sea Waybill and/or requesting delivery of the Goods shall undertake to abide by the Shipper under this Sea Waybill and the Carrier's Combined Transport Bill of Lading such undertaking being additional and in full principle to the Shipper's own liability

33 This Sea Waybill is subject to the CMI Uniform Rules for Sea Waybill

34 Upon written request of the Shipper prior to arrival of the carrying vessel at the Port of Discharge or Place of Delivery, whichever applicable, the Carrier will use its best efforts to change the Sea Waybill to the Carrier's Bill of Lading provided that the Carrier shall not be liable for late or untimely effected such changes

35 The Goods are subject to the Carrier's normal credit practices with respect to release of particular Goods, as specified in the Carrier's Tariff and Bill of Lading including but not limited to the Carrier's right to a lien against any shipment as security for any unpaid Freight, demurrage, detention and storage charges relating to the Carriage of any particular Sea Waybill whether related to the Goods direct bearing this Sea Waybill or not

36 Unless instructed to the contrary by the Shipper prior to the commencement of carriage and noted as an endorsement on the face hereof, the Carrier will subject to the aforesaid Terms and Conditions process any claims with the Consignee claims settlement, if any, shall be a complete discharge of Carrier's liabilities to the Shipper

(as amended 2019/10/01)

CNT25

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

ORIGINAL

Tel: +65 68128288
E-Business: elines.coscoshipping.com

PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING

1 Shipper Insert Name Address and Phone/Fax GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD ADD: DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY, GUANGXI, CHINA*	Booking No. 6463642580 / Bill of Lading No. COAU6463642580 Export References
2. Consignee Insert Name Address and Phone/Fax M/S MUHAMMAD SHAUKAT & BROTHERS ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN. NTN: 2144491-9**	Forwarding Agent and References FMC/CHB No. Port and Country of Origin
3. Notify Party Insert Name Address and Phone/Fax (It is agreed that no responsibility shall attach to the Carrier or his agents for failure to notify) SAME AS CONSIGNEE	Also Notify Party-routing & Instructions
4. Combined Transport * Pre-Carriage by	5. Combined Transport * Place of Receipt WUZHOU, CHINA
6. Ocean Vessel Voy. No ZHONG HANG 068 070S	7. Port of Loading WUZHOU, CHINA / Service Contract No. / Doc. Form No. 2
8. Port of Discharge KARACHI, PAKISTAN	9. Combined Transport * Place of Delivery KARACHI, PAKISTAN / Type of Movement FCL / FCL CY-CY

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
CSNU6881770 /NK963435 /	1140 BAGS	/FCL/FCL /40HQ/28614.000KGS	;50.0000CBM	
PRODUCT: CUMIN SEEDS MFG DATE: 07/2026 EXP DATE: 07/2029 NET WEIGHT: 25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE: 07/2026 EXP DATE: 07/2029		CUMIN SEEDS HS CODE:090931 BLACK CARDAMOM HS CODE:090831 TOTAL NET WEIGHT:28500KGS **TEL: 0086-18174836868 E-MAIL: 546524254@QQ.COM **TEL: 02132440285 E-MAIL: SHOAIB.PARACHAABC@GMAIL.COM		
	** TO BE CONTINUED ON ATTACHED LIST **			

Declared Cargo Value US$ (See Clause 8.3 on reverse side) | Description of Contents for Shipper's Use Only (Not part of This B/L Contract)

10. Total Number of Containers and/or Packages (in words) Subject to Clause 8 Limitation of Liability: SAY ONE CONTAINER TOTAL

11. Freight & Charges	Revenue Tons	Rate	Per	Amount	Prepaid	Collect	Freight & Charges Payable at / by

Received in external apparent good order and condition unless otherwise stated. The total number of the packages or units, the description of the goods and the weights shown in this Bill of Lading are furnished by the merchants, to which the carrier has no reasonable means and duties of verification. The carrier can issued 3 original Bills of Lading, all of this tenor and date. upon any one of the original Bills of Lading be surrendered and endorsed or signed against the delivery of the shipment, the others shall be void. The merchants agree to be bound by the terms and conditions of this Bill of Lading and Sanctions and the Export Control Compliance Terms as if each had personally signed this Bill of Lading. The completo TERMS AND CONDITIONS appearing on the reverse side of this Bill of Lading and the Sanctions and Export Control Compliance Terms are available at https://lines.coscoshipping.com/home/HelpCenter/termAndConditions. Demurrage and Detention shall be charged according to the tariff published on the Home page of https://lines.coscoshipping.com. If any ambiguity or query, please search by Demurrage & Detention Tariff Enquiry.
*Applicable Only When Document Used as a Combined Transport Bill of Lading

Date of Receipt *

Date Laden on Board 26 AUG 2026

Signed by:
华南中远海运集装箱运输有限公司
COSCO SHIPPING LINES SOUTH-CHINA CO., LTD.

AS AGENT

1202 Date of Issue 26 AUG 2026 Place of Issue GUANGXI

Signed for the Carrier, NEW GOLDEN SEA SHIPPING PTE. LTD.

TERMS AND CONDITIONS
(Large Print Available on Request)

CNT25

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

ORIGINAL

Vessel ZHONG HANG 068 Voyage: 070S B/L NO. COAU6463642580

Marks & Nos. Container / Seal No	No. of Container or Packages	Description of Goods (if Dangerous Goods, See Clause 21)	Gross Weight	Measurement
NET WEIGHT: 25.0KGS ORIGIN:CHINA				
TOTAL:	1140 BAGS		28614.000KGS	50.0000CBM

OCEAN FREIGHT PREPAID
SHIPPER'S LOAD STOW COUNT AND SEAL
ON CY-CY TERM
DESTINATION OFFICE ADDRESS:
COSCO SHIPPING LINES PAKISTAN (PVT) LTD.
8TH FLOOR, CLIFTON DIAMOND BUILDING,
PLOT NO. 10, BLOCK-4,
CLIFTON KARACHI, PAKISTAN
CS.PAKISTAN@COSCON.COM
PHONE: (92)21-35270800
FAX: 0092-21-35180643

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS
   - Carrier
   - Carriage
   - B/L of Lading
   - Merchant
   - Holder
   - Vessel
   - Subcontractor
   - Goods
   - Package
   - Container
   - Freight
   - U.S. COGSA
   - Terms and Conditions
2. WARRANTY
3. CARRIER'S TARIFF
4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS
5. CARRIER'S RESPONSIBILITY
   - (1) Port to Port Shipment
   - (2) Combined Transport
6. NOTICE OF CLAIM AND TIME BAR
7. LOSS OR DAMAGE
8. LIMITATION OF LIABILITY
9. FIRE
10. CARRIER'S CONTAINERS
11. MERCHANT STUFFED CONTAINER
12. MERCHANT'S DESCRIPTION
13. MERCHANT'S RESPONSIBILITY
14. FREIGHT AND CHARGES
15. INSPECTION OF THE GOODS
16. CARRIAGE AFFECTED BY CONDITION OF THE GOODS
17. LIENS
18. DECK CARGO, ANIMALS AND PLANTS
19. METHODS AND ROUTES OF CARRIAGE
20. MATTERS AFFECTING PERFORMANCE
21. DANGEROUS GOODS
22. SPECIAL REFRIGERATED OR HEATED CONTAINERS
23. NOTIFICATION AND DELIVERY
24. GENERAL AVERAGE AND SALVAGE
25. BOTH TO BLAME COLLISION
26. NON-VESSEL OPERATING COMMON CARRIERS
27. LAW AND JURISDICTION
28. VARIATION OF THE CONTRACT
29. NEW JASON CLAUSE

The following clauses are applicable only when document used as a Sea Waybill

30
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35
36

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

ORIGINAL

Tel: +65 68128288
E-Business: elines.coscoshipping.com

PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING

1. Shipper Insert Name Address and Phone/Fax GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD ADD: DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY, GUANGXI, CHINA*	Booking No. 6463642580 / Bill of Lading No. COAU6463642580 Export References
2 Consignee Insert Name Address and Phone/Fax M/S MUHAMMAD SHAUKAT & BROTHERS ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN. NTN: 2144491-9**	Forwarding Agent and References FMC/CHB No. Point and Country of Origin
3 Notify Party Insert Name Address and Phone/Fax (It is agreed that no responsibility shall attach to the Carrier or his agents for failure to notify) SAME AS CONSIGNEE	Also Notify Party-routing & Instructions
4. Combined Transport * Pre-Carriage by	5. Combined Transport * Place of Receipt WUZHOU, CHINA
6. Ocean Vessel Voy. No ZHONG HANG 068 070S	7. Port of Loading WUZHOU, CHINA / Service Contract No / Doc. Form No. 2
8 Port of Discharge KARACHI, PAKISTAN	9. Combined Transport * Place of Delivery KARACHI, PAKISTAN / Type of Movement FCL / FCL CY-CY

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
CSNU6881770 /NK963435 /	1140 BAGS	/FCL/FCL /40HQ/28614.000KGS		;50.0000CBM
PRODUCT: CUMIN SEEDS MFG DATE: 07/2026 EXP DATE: 07/2029 NET WEIGHT: 25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE: 07/2026 EXP DATE: 07/2029		CUMIN SEEDS HS CODE:090931 BLACK CARDAMOM HS CODE:090831 TOTAL NET WEIGHT:28500KGS **TEL: 0086-18174836868 E-MAIL: 546524254@QQ.COM **TEL: 02132440285 E-MAIL: SHOAIB.PARACHAABC@GMAIL.COM		
	** TO BE CONTINUED ON ATTACHED LIST **			

Declared Cargo Value US$ (See Clause 8.3 on reverse side) | Description of Contents for Shipper's Use Only (Not part of This B/L Contract)

10. Total Number of Containers and/or Packages (in words) Subject to Clause 8 Limitation of Liability: SAY ONE CONTAINER TOTAL

11. Freight & Charges	Revenue Tons	Rate	Per	Amount	Prepaid	Collect	Freight & Charges Payable at / by

Received in external apparent good order and condition unless otherwise stated. The total number of the packages or units, the description of the goods and the weights shown in this Bill of Lading are furnished by the merchants, to which the carrier has no reasonable means and duties of verification. The carrier has issued 3 original Bills of Lading, all of this tenor and date, upon any one of the original Bills of Lading be surrendered and endorsed or signed against the delivery of the shipment, the others shall be void. The merchants agree to be bound by the terms and conditions of this Bill of Lading and Sanctions and the Export Control Compliance Terms as if each had personally signed this Bill of Lading. The complete TERMS AND CONDITIONS appearing on the reverse side of this Bill of Lading and the Sanctions and Export Control Compliance Terms are available at https://lines.coscoshipping.com/home/HelpCenter/termsAndConditions. Demurrage and Detention shall be charged according to the tariff published on the Home page of https://lines.coscoshipping.com. If any ambiguity or query, please search by Demurrage & Detention Tariff Enquiry.
*Applicable Only When Document Used as a Combined Transport Bill of Lading.

Date of Receipt *

Date Laden on Board 26 AUG 2026

Signed by:

华南中远海运集装箱运输有限公司
COSCO SHIPPING LINES SOUTH-CHINA CO., LTD.

AS AGENT

1202 Date of Issue 26 AUG 2026 Place of Issue GUANGXI

Signed for the Carrier, NEW GOLDEN SEA SHIPPING PTE. LTD.

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS
Carrier
Carriage
Bill of Lading
Merchant
Holder
Vessel
Subcontractor
Goods
Package
Container
Freight
U.S. COGSA
Terms and Conditions

2. WARRANTY

3. CARRIER'S TARIFF

4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

5. CARRIER'S RESPONSIBILITY
(1) Port to Port Shipment
(2) Combined Transport

6. NOTICE OF CLAIM AND TIME BAR

7. LOSS OR DAMAGE

8. LIMITATION OF LIABILITY

9. FIRE

10. CARRIER'S CONTAINERS

11. MERCHANT STUFFED CONTAINER

12. MERCHANT'S DESCRIPTION

13. MERCHANT'S RESPONSIBILITY

14. FREIGHT AND CHARGES

15. INSPECTION OF THE GOODS

16. CARRIAGE AFFECTED BY CONDITION OF THE GOODS

17. LIENS

18. DECK CARGO, ANIMALS AND PLANTS

19. METHODS AND ROUTES OF CARRIAGE

20. MATTERS AFFECTING PERFORMANCE

21. DANGEROUS GOODS

22. SPECIAL REFRIGERATED OR HEATED CONTAINERS

23. NOTIFICATION AND DELIVERY

24. GENERAL AVERAGE AND SALVAGE

25. BOTH TO BLAME COLLISION

26. NON-VESSEL OPERATING COMMON CARRIERS

27. LAW AND JURISDICTION

28. VARIATION OF THE CONTRACT

29. NEW JASON CLAUSE

The following clauses are applicable only when pinch cent used as Sea Waybill

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新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

ORIGINAL

Vessel: ZHONG HANG 068 Voyage: 070S B/L NO. COAU6463642580

Marks & Nos. Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
NET WEIGHT: 25.0KGS ORIGIN:CHINA				
TOTAL:	1140 BAGS		28614.000KGS	50.0000CBM
OCEAN FREIGHT PREPAID SHIPPER'S LOAD STOW COUNT AND SEAL ON CY-CY TERM DESTINATION OFFICE ADDRESS: COSCO SHIPPING LINES PAKISTAN (PVT) LTD. 8TH FLOOR, CLIFTON DIAMOND BUILDING, PLOT NO. 10, BLOCK-4, CLIFTON KARACHI, PAKISTAN CS.PAKISTAN@COSCON.COM PHONE: (92)21-35270800 FAX: 0092-21-35180643				

TERMS AND CONDITIONS
(Large Print Available on Request)

1 DEFINITIONS
Carrier
Carriage
B/L of Lading
Merchant
Holder
Vessel
Subcontractor
Goods
Package
Container
Freight
U.S. COGSA
Terms and Conditions

2 WARRANTY

3 CARRIER'S TARIFF

4 SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

5 CARRIER'S RESPONSIBILITY
(1) Port to Port Shipment
(2) Combined Transport

6 NOTICE OF CLAIM AND TIME BAR

7 LOSS OR DAMAGE

8 LIMITATION OF LIABILITY

9 FIRE

10 CARRIER'S CONTAINERS

11 MERCHANT STUFFED CONTAINER

12 MERCHANT'S DESCRIPTION

13 MERCHANT'S RESPONSIBILITY

14 FREIGHT AND CHARGES

15 INSPECTION OF THE GOODS

16 CARRIAGE AFFECTED BY CONDITION OF THE GOODS

17 LIENS

18 DECK CARGO, ANIMALS AND PLANTS

19 METHODS AND ROUTES OF CARRIAGE

20 MATTERS AFFECTING PERFORMANCE

21 DANGEROUS GOODS

22 SPECIAL REFRIGERATED OR HEATED CONTAINERS

23 NOTIFICATION AND DELIVERY

24 GENERAL AVERAGE AND SALVAGE

25 BOTH TO BLAME COLLISION

26 NON-VESSEL OPERATING COMMON CARRIERS

27 LAW AND JURISDICTION

28 VARIATION OF THE CONTRACT

29 NEW JASON CLAUSE

The following clauses are applicable only when documented as a Sea Waybill

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新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

COPY

Tel: +65 68128288
E-Business: elines.coscoshipping.com

PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING

1. Shipper Insert Name Address and Phone/Fax GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD ADD: DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY, GUANGXI, CHINA*	Booking No. 6463642580 / Bill of Lading No. COAU6463642580 Export References
2. Consignee Insert Name Address and Phone/Fax M/S MUHAMMAD SHAUKAT & BROTHERS ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN. NTN: 2144491-9**	Forwarding Agent and References FMC/CHB No. Point and Country of Origin
3. Notify Party Insert Name Address and Phone/Fax (It is agreed that no responsibility shall attach to the Carrier or his agents for failure to notify) SAME AS CONSIGNEE	Also Notify Party-routing & Instructions
4. Combined Transport * Pre-Carriage by	5. Combined Transport * Place of Receipt WUZHOU, CHINA
6. Ocean Vessel Voy. No. ZHONG HANG 068 070S	7. Port of Loading WUZHOU, CHINA / Service Contract No. / Doc. Form No.
8. Port of Discharge KARACHI, PAKISTAN	9. Combined Transport * Place of Delivery KARACHI, PAKISTAN / Type of Movement FCL / FCL CY-CY

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
CSNU6881770 /NK963435 /		1140 BAGS /FCL/FCL /40HQ/28614.000KGS		;50.0000CBM
PRODUCT: CUMIN SEEDS MFG DATE: 07/2026 EXP DATE: 07/2029 NET WEIGHT: 25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE: 07/2026 EXP DATE: 07/2029		CUMIN SEEDS HS CODE:090931 BLACK CARDAMOM HS CODE:090831 TOTAL NET WEIGHT:28500KGS **TEL: 0086-18174836868 E-MAIL: 546524254@QQ.COM **TEL: 02132440285 E-MAIL: SHOAIB.PARACHAABC@GMAIL.COM		
		** TO BE CONTINUED ON ATTACHED LIST **		

Declared Cargo Value US$ (See Clause 8.3 on reverse side) | Description of Contents for Shipper's Use Only (Not part of This B/L Contract)

10. Total Number of Containers and/or Packages (In words) Subject to Clause 8 Limitation of Liability: SAY ONE CONTAINER TOTAL

11. Freight & Charges	Revenue Tons	Rate	Per	Amount	Prepaid	Collect	Freight & Charges Payable at / by

Received in external apparent good order and condition unless otherwise stated. The total number of the packages or units, the description of the goods and the weights shown in this Bill of Lading are furnished by the Merchants, to which the carrier has no reasonable means and duties of verification. The carrier has issued 3 original Bills of Lading, all of this tenor and date, upon any one of the original Bills of Lading be surrendered and endorsed or signed against the delivery of the shipment, the others shall be void. The Merchants agree to be bound by the terms and conditions of this Bill of Lading and Sanctions and the Export Control Compliance Terms as if each had personally signed this Bill of Lading. The complete TERMS AND CONDITIONS appearing on the reverse side of this Bill of Lading and the Sanctions and Export Control Compliance Terms are available at https://lines.coscoshipping.com/home/HelpCenter/termsAndConditions. Demurrage and Detention shall be charged according to the tariff published on the Home page of https://lines.coscoshipping.com. If any ambiguity or query, please search by Demurrage & Detention Tariff Enquiry.
*Applicable Only When Document Used as a Combined Transport Bill of Lading

Date of Receipt *

Date Laden on Board 26 AUG 2026

Signed by:

1202 Date of Issue 26 AUG 2026 Place of Issue GUANGXI

Signed for the Carrier, NEW GOLDEN SEA SHIPPING PTE. LTD.

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS
"Carrier" means NEW GOLDEN SEA SHIPPING PTE. LTD
"Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill of Lading
"Bill of Lading" means the present document whether issued as a Bill of Lading or a Sea Waybill and whether issued in paper or electronically
"Merchant" includes the Consignor the Shipper the Receiver the Consignee the Owner of the Goods the Holder or Endorsee of this Bill of Lading any Person owning entitled to or claiming the possession of the Goods or this Bill of Lading and anyone acting on behalf of any such person
"Holder" means any person for the time being in possession of this Bill of Lading or to whom rights of suit and/or liability under this Bill of Lading have been transferred or vested
"Vessel" includes the Vessel(s) named in this Bill of Lading or any substitute therefor and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with any waterborne carriage
"Subcontractor" includes owners managers operators and charterers of vessels (other than the Carrier) stevedores terminal warehouse depot and groupage operators road and rail transport operators and any independent contractor employed by the Carrier in the performance of the Carriage and any sub-subcontractor thereof. The expression Subcontractor shall include direct and indirect Subcontractors and their respective servants agents or subcontractors
"Goods" means the whole or any part of the cargo received from the Merchant and includes any Container not supplied by or on behalf of the Carrier
"Package" means for calculation purposes the largest unit into which the Goods are packaged or consolidated by the Merchant including any palletised and/or assemblage of cartons for the convenience of the Merchant
"Container" includes any Container open top trailer transportable tank flat rack platform pallet and any other equipment or device used for or in connection with the transportation of the Goods
"Freight" includes all charges payable to the Carrier in accordance with the applicable tariffs and this Bill of Lading
"U.S. COGSA" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1936
"Terms and Conditions" means all terms, rights, defenses, provisions, conditions, exceptions, limitations and liberties hereof

2. WARRANTY
The Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of the person owning or entitled to the possession of the Goods and this Bill of Lading

3. CARRIER'S TARIFF
The Terms and Conditions of the Carrier's applicable Tariff and other requirements regarding charges are incorporated into this Bill of Lading. Particular attention is drawn to the terms and Conditions contained therein, including, but not limited to, free storage time, Container and vehicle demurrage and detention etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or its agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. SUBCONTRACTING, INDEPENDENT AND CLAUSE DEFENSES, EXEMPTIONS AND LIMITATIONS
(1) The Carrier shall be entitled to sub-contract at any time and on any terms whatsoever the whole or any part of the carriage with any Subcontractor and/or to substitute any other vessel or means of transport for the vessel including liberty to further sub-contract
(2) The Merchant agrees that no claim or legal action whatsoever shall be made or brought against any person by whom the carriage is performed or undertaken (including, but not limited to, the Carrier's servants, agents or Subcontractors) other than the Carrier. Should any such claim or legal action nevertheless be made or brought, the Merchant undertakes to indemnify the Carrier against all consequences thereof including legal expenses or a full indemnity basis. Without prejudice to the foregoing, every such person or vessel, including, but not limited to, the Carrier's servants, agents or Subcontractors as defined in Clause 1 above shall have the benefit of every exemption, defense and limitation herein contained applicable to the Carrier in contract or in tort as if such person's were expressly contracted for its benefit and in entering into this contract, the Carrier to the extent of such exemptions, defenses and limitations, does so not only on its behalf but also as an agent and trustee for such person or vessel

5. CARRIER'S RESPONSIBILITY
(1) Port to Port Shipment If box 4 box 5 and/or box 9 without any insertion or the place(s) or port(s) indicated therein is/are same as the place(s) or port(s) that indicated in box 7 and box 8 on the front of this Bill of Lading, this Bill of Lading is a Port to Port contract. The Carrier shall be responsible for the Goods as 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 port of discharge to the Merchant or to the Authority or required by local laws or regulations, whichever occurs earlier
(2) Combined Transport If box 4 box 5 and/or box 9 or the Clause on the front of this Bill of Lading and the place(s) or port(s) indicated therein is/are place(s) or port(s) other than that indicated in box 7 and box 8 and freight is paid for combined transport, this Bill of Lading is a combined transport contract. The Carrier undertakes to arrange or procure the pre-carriage and/or on-carriage segments of the combined transport. All claims arising from the combined transport carriage must be filed with the Carrier within 9 months after the delivery of the Goods or the date when the Goods should have been delivered. Failing which the Carrier shall be discharged from all liabilities whatsoever in respect of the Goods. If any payment is made by the Carrier to the Merchant in respect of any claim arising from the combined transport carriage, the Carrier shall be automatically subrogated to or given all rights of the Merchant ages not all others including pre-carrier or on-carrier or subcontractor on account of such loss or damage. Nothing herein contained shall be deemed a waiver of any rights that the Carrier may have against a pre-carrier or on-carrier or Subcontractor for indemnity or otherwise

6. NOTICE OF CLAIM AND TIME BAR
(1) Unless notice of loss or damage is given in writing to the Carrier's agent at the Port of Discharge or Place of Delivery before or on the date of delivery of the Goods or if loss or damage is not apparent, within 15 consecutive days thereafter, such delivery shall be prima facie evidence of the delivery of the Goods by the Carrier and/or on carrier in the order and condition described in this Bill of Lading
(2) The Carrier its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought within one year after the delivery of the Goods or the date when the Goods should have been delivered

7. LOSS OR DAMAGE
(1) The Terms and Conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the Carriage of the Goods not only during the carriage but also during the period prior to and/or subsequent to the carriage. The exemptions from liability defenses and limitation of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay, howsoever occurring and whether the action be founded in contract or in tort and even if the loss, damage or delay arose as a result of unseaworthiness, negligence or fundamental breach of contract. Save as is otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage or loss of profits
(2) The Carrier does not undertake that the Goods will be transported from or loaded at the place of receipt or loading or and arrive at the place of discharge destination or transshipment aboard any particular vessel or other conveyance at any particular date or in time or to meet any particular market or in time for any particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed if the Carrier shall find it necessary, prudent or convenient. The Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay
(3) 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 national laws(s) and/or international convention(s) applicable thereto. If the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that it shall be deemed that the loss or damage occurred aboard the Carrier's Vessel in either case clause 6(2) and 8 shall apply

8. LIMITATION OF LIABILITY
(1) Subject always to the Carrier's right to avail liability as provided for herein, if 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 value of the Goods plus Freight and insurance if paid. The value of the Goods shall be determined by the lowest price with reference to the commercial invoice, customs declaration, any processing market price (at the place and time they are delivered or should have been delivered), production price or the reasonable value of goods of the same kind and/or quality
(2) Save as is provided in clause 8(3)
(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 666.67 SDR per package or other shipping unit or 2 SDR per kilogrammes of the gross weight of the Goods lost or damaged, whichever is the higher unless Clause 8(2)(b) applies.
(b) where carriage includes 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. COGSA, as provided for in Clause 27(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 USD 500 per package or when the Goods are not shipped in packages, USD 500 per customary freight unit in any event the Carrier's limitations of liability in respect of inland loss or damage shall be no higher than that of the underlying 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 shipment and inserted in this Bill of Lading and the ad valorem freight rate has been paid. Additional Freight on such declared value. This declaration 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 become liable for any loss or damage to or in connection with Goods if the nature or value thereof has been misstated by the Merchant in this Bill of Lading
(4) Where a container, pallet or a similar article of carriage is used to consolidate Goods, the smallest number of packages or other shipping units enumerated in this Bill of Lading 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 such article 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 carrier such article of carriage shall be deemed to be one package or one shipping unit

9. FIRE
The Carrier shall not be liable for any loss of or damage to the Goods occurring at any time including that before loading or after discharge by reason of any fire whatsoever unless such fire is caused by the actual fault of the Carrier

10. CARRIER'S CONTAINERS
(1) Goods received in bruk bulk and be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers whether or not stuffed by the Carrier, on deck or below deck. All such Goods shall participate in General Average Salvage charges and/or special charges. The Terms and Conditions of this Bill of Lading including the applicable laws as provided for in Clause 27 shall apply to Containers carried on deck
(2) If Carrier's Containers and equipment are used by the Merchant for pre-carriage or on carriage or unpacking at the Merchant's premises, the Merchant is responsible 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 agents, or then the time prescribed in the Tariff and/or required by the Carrier. Should a Container not be returned within the aforesaid time the Merchant shall be liable for any detention, demurrage loss or expenses which may arise from such non return
(3) The Merchant shall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Merchant or anyone acting on the Merchant's behalf. The Merchant shall also be liable during such period for any loss of or damage to the property of others or for any injuries or death and the Merchant shall indemnify and hold the Carrier harmless against all damages including legal expenses, incurred from any and all such claims arising during such periods

11. MERCHANT STUFFED CONTAINER
(1) If a Container has not been stuffed by or on behalf of the Carrier the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss damage liability or expense incurred by the Carrier if such loss damage liability or expense has been caused by
(a) the manner in which the Container has been filled packed loaded or stuffed or
(b) the unsuitability of the Goods for carriage in the Container or
(c) the unsuitability or defective condition of the Container provided that, if the Container had been supplied by or on behalf of the Carrier this unsuitability or defective condition could have been apparent upon inspection by the Merchant at or prior to the time when the Container was filled, packed loaded or stuffed
(2) If a Merchant stuffed Container is delivered by the Carrier with its seal intact such delivery 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 as entered at delivery
(3) The Merchant shall inspect Containers before stuffing them and the use of a Container shall be prima facie evidence of its being suitable and without defect

12. MERCHANT'S DESCRIPTION
(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant or on its behalf shall not be binding on the Carrier and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has neither the opportunity nor the obligation to open the Container and the Carrier assumes no responsibility as to the contents of a sealed Container van crate or box hereunder nor its weight or measurement nor the value quantity quality description condition marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars
(2) If any particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading such particulars are included at the sole risk of the Merchant and for its convenience. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and shall in no way affect the Carrier's liability under this Bill of Lading. The Merchant acknowledges that, except as provided for in Clause 8 hereof the value of the Goods is unknown to the Carrier

13. MERCHANT'S RESPONSIBILITY
(1) The parties defined as Merchant in clause 1 hereof shall where applicable be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by any of them under this Bill of Lading
(2) The Merchant warrants to the Carrier that the particulars relating to the Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on receipt of this Bill of Lading and that such particulars and any particulars furnished by or on behalf of the Merchant are adequate and correct. The Merchant also warrants that the Goods are lawful Goods and are not contraband drugs or other illegal substances or stowaways and that the Goods will not cause loss damage or expense to the Carrier, or to any other cargo
(3) The Merchant shall indemnify the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetary nature arising or resulting from any breach of the warranties in Clause 13(2) hereof or from any other cause in connection with the Goods for which the Carrier is not responsible. The Carrier shall have the right to collect liquidated damages from the Merchant in accordance with its provisions
(4) If the Merchant's description of the Goods in this Bill of Lading or in any document or certificate furnished to the Carrier by or on behalf of the Merchant shall prove to have been inaccurate, incorrect or misleading in any respect, the Merchant shall be liable for all fines, penalties, charges and expenses arising therefrom and any loss and damage suffered by the Carrier
(5) The Merchant shall comply with all regulations or requirements of customs, port and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including the full return freight for the Goods if incurred, or if pre-carried, the full Freight from the Port of Discharge or the Place of Delivery nominated herein to the pre-stated Port of Discharge or the pre-stated Place of Delivery) incurred and/or sustained by reason of any failure to so comply, or by reason of any illegal, incorrect or insufficient marking, numbering, or addressing of the Goods, and shall indemnify the Carrier in respect thereof

14. FREIGHT AND CHARGES
(1) All Freight shall be deemed fully finally and unconditionally earned upon booking of the Goods by the Carrier and shall be paid and non-returnable in any event whatsoever
(2) All Freight and charges shall be 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, conversation and other cost expenses concerning the Freight in the applicable Tariff or as agreed otherwise
(4) Payment of Freight and charges to any freight forwarder or broker or anyone other than the Carrier or its authorized agent shall not be such bona payment to the Carrier and shall be made at the Merchant's sole risk
(5) The parties defined as Merchant in clause 1 hereof shall, where applicable be jointly and severally liable to the Carrier for payment of all freight demurrage and detention, General Average, Salvage charges and/or special charge and charges including but not limited to court cost expenses and reasonable attorney's fees incurred in collecting sums due the Carrier failing which shall be considered a default by the Merchant in the payment of freight and charges

15. INSPECTION OF THE GOODS
The Carrier and/or any person to whom the Carrier has subcontracted the carriage or any person authorized by the Carrier shall be entitled but under no obligation to open any Container or Package at any time and to inspect the Goods. If by order of the Authorities or any port a Container must be opened for inspection, the Carrier and shall not be liable for any loss or damage occurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to charge the cost of such opening, unpacking, inspection and repacking from the Merchant

16. CARRIAGE AFFECTED BY CONDITION OF THE GOODS
If it appears at any time that the Goods are in safety or properly be carried or carried further either at all or without incurring any additional expense or taking any measures in relation to the Goods or the Container, the Carrier may without notice to the Merchant but as its agent only take any measures and/or incur any additional expense to carry or to continue the carriage the said and/or dispose of the Goods and/or abandon the carriage and/or store them ashore or afloat, under cover or in the open, at any place, where the Carrier in its absolute discretion considers in all appropriate all which abandonment storage or disposal thereof shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against all such expenses additional expense so incurred

17. LIENS
The Carrier 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 average salvage charges and/or special charges incurred prior to the possession by the Carrier. The Carrier shall also have a lien on the Goods and any documents relating thereto for all sums due to the Merchant to the Carrier under any other contract whether or not related to this Carriage. The Carrier may exercise its lien at any time and any place 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 any sums due and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant. Nothing herein shall prevent the Carrier from recovering from the Merchant the difference between the amount due to the Carrier and the net proceeds of the sale. The Carrier is also entitled to exercise a lien over any Vessel owned or chartered by the Carrier

18. DECK CARGO, ANIMALS AND PLANTS
Liquid (other than Goods in stuffed containers) that are stated on the front of this Bill of Lading as carried on deck and those which are shipped without any cover including live animals and plants shipped hereunder, must be carried solely at the risk of the Merchant and the Carrier shall not be liable for any loss or damage of whatsoever nature arising during carriage by one whether or not arising out of negligence on the part of the Carrier (his servants or agents) but the Merchant shall be bound to prove that he has fulfilled the special requirements, if the Merchant fails in regard to the carriage of the said live animals or plants the loss or damage is assumed due to the special risks inherent therein. The Merchant shall indemnify the Carrier against all liability, costs and expenses incurred by the Carrier in connection with the carriage of such live animals or plants

19. METHODS AND ROUTES OF CARRIAGE
(1) The Carrier may at any time and without notice to the Merchant
(a) use any means of transport or storage whatsoever
(b) transfer the Goods from one conveyance to another, including transshipment or carrying the same or any part thereof more than once even if transshipment was contemplated or not or even if the Goods are loaded on deck or inside the vessel
(c) load and discharge the Goods at any port or place (whether or not any such port is named on the reverse hereof) in the order of ports of loading or discharge and store the Goods at any such port or place
(d) comply with any orders or recommendations given by any government or authority or any Person or body acting or purporting to act on behalf of any government or authority or having under the terms of the insurance or any consignee employed by the Carrier on the right to give orders or direction
(2) The liberties set out in Clause 19(1) may be availed by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods including but not limited to loading or unloading the Goods, bunkering or embarking or disembarking any persons, undertaking repairs and/or dry docking, towing or being towed, assisting other vessels, adjusting or altering and adjusting instruments
(3) Anything done or not done in accordance with Clause 19 or any delay arising therefrom shall be deemed to be within the scope of the carriage and shall not be a deviation

20. MATTERS AFFECTING PERFORMANCE
If at any time the carriage is or likely in the judgment of the Master to be affected by any hindrance risk delay difficulty or disadvantage of any kind whether than the inability of the Goods to be safely or properly carried or carried further and notwithstanding anything done thereto the circumstances giving rise to such matters as stated above existed at the time the contract was entered into or the Goods were received for shipment) the Carrier whether or not the carriage is commenced may at its sole discretion and without prior notice to the Merchant
(1) carry the Goods to the port of discharge or Place of Delivery, when however applicable by an alternative route than that indicated in this Bill of Lading or than that which is customary for Goods consigned to that Port of Discharge or Place of Delivery. If the Carrier exercises the terms of this sub Clause then notwithstanding the provisions of Clause 19 hereof the Carrier shall be entitled to charge such additional Freight as the Carrier may determine or
(2) suspend the carriage of the Goods and store them ashore or afloat upon the Terms and Conditions of this Bill of Lading as the Carrier may from time to time as soon as possible but the Carrier makes no representation as to the reasonable period of suspension. If the Carrier exercises its rights under this sub Clause then the Carrier shall be entitled to the payment of such additional Freight as the Carrier may determine or
(3) abandon the carriage of the Goods and put the Goods at the Merchant's disposal at any port or place where the Carrier may deem safe and convenient whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full freight. The Goods are at the Merchant's risk and expense and the Merchant shall pay additional costs of the carriage to and delivery and storage at such port or place
Where the Carrier elects to use an alternative route under Clause 20(1) or to suspend the carriage under Clause 20(2) or to exercise the right of abandonment subsequently to abandon the carriage

21. DANGEROUS GOODS
At the time of shipping Goods which are or which may become of a dangerous inflammable hazardous, flammable or damaging nature or which may in any other way become a danger to cause damage or loss of any person, environment or property whatsoever and whether or not the shipping, carrying or transporting of such Goods is unlawful the Merchant undertakes to have complied with the regulations regarding the packing of such Goods, have the same properly packed distinctly marked and labeled and if asked by the Carrier in writing or if the proper description, nature and the precaution to be taken in case the Merchant fails to do so or the Carrier notifies the Carrier or if in the opinion of the Carrier the Goods are or may become of a dangerous inflammable hazardous, flammable or damaging nature they may at any time or place be unloaded destroyed rendered innocuous without compensation to the Merchant and without prejudice to the Carrier's right to freight. The Merchant shall indemnify the Carrier and hold harmless and defend the Carrier, its servants, agents and sub-contractors and any third party concerned against all claims, liabilities, loss, damage to or personal injuries and or death, fines, fees and or penalties and all reasonable legal expenses in connection with such Goods and/or the carriage thereof and/or the vessel, any other cargo or property whatsoever howsoever caused by or arising out of the nature of the Goods or any breach of the Merchant's duties or obligations under this clause. The Merchant undertakes that if he knows or has reason to believe that the Goods are of a dangerous nature he shall inform the Carrier in writing of the dangerous nature of the Goods and the precautions to be taken. In case the Carrier may not have such knowledge or consent to carry the Carrier may at any time or place without compensation to the Merchant and without prejudice to any claim the Carrier may have against the Merchant for damages unload destroy or render them harmless and the Merchant shall indemnify the Carrier against all loss or damage and expenses arising out of or in connection with the shipment of such Goods. However nothing contained in this clause shall deprive the Carrier of any of its rights provided for in this Bill of Lading

22. SPECIAL REFRIGERATED OR HEATED CONTAINERS
(1) Unless the Merchant and the Carrier agree in writing before shipment that specially constructed refrigerated or heated containers be used, the Carrier may use the Goods and such agreement is noted on the front of this Bill of Lading and the Merchant given proper written instructions in the event of the particular temperature range to be maintained and/or ventilation required and the Merchant pays the extra freight charged in the Carrier's Tariff or as agreed the Carrier shall not be liable for any loss or damage to the Goods.
(2) In case of a refrigerated container stuffing by or on behalf of the Merchant the Merchant undertakes that its instruments as to setting are correct and that they have been correctly set by the Merchant and that the temperature of the Goods and the container has been brought to the required temperature before stuffing and that the Goods have been properly stowed in the container before the receipt thereof by the Carrier if these requirements are not fully met the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising. The Merchant shall be responsible for the operation and maintenance of the Container while it is in the Merchant's custody or the custody of anyone acting on the Merchant's behalf
(3) If a suggested temperature is marked on the front of this Bill of Lading the Merchant shall declare the Goods' chilled temperature prior to shipment. The Carrier shall exercise due diligence to maintain such temperature plus or minus 2 degrees Celsius for the Goods' carriage but the Carrier does not undertake that the temperature will remain constant during the whole of the journey
(4) The Carrier does not warrant that the Container be properly ventilated refrigerated or heated throughout the carriage nor shall the Carrier be liable for any loss of or damage to the Goods arising from any latent defects any fault or part failure or breakdown or stoppage of the refrigerating machinery or plant insulation and/or any apparatus of the container unless commissaire and any other fault, unless provided that the Carrier shall before or at the beginning of the carriage exercise due diligence to maintain the refrigerated container in an efficient state
(5) In case of the Merchant's own Container a set of emergency kit part or operation manual shall be supplied by the Merchant

23. NOTIFICATION AND DELIVERY
1. Any mention herein of advice of delivery to be notified of the arrival of the Goods is solely for information of the Carrier and failure to give such notification shall not relieve the Merchant of any liability on the part of the Carrier to receive the Merchant of any obligation hereunder.
(2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as required by the Carrier
3. If the Merchant fails to take delivery of the Goods during a reasonable time or whenever in the opinion of the Carrier the Goods are likely to become perishable or incur charges whether for storage or otherwise in excess of their value the Carrier may at its sole discretion without prejudice to any right which he may have against the Merchant without notice and without any responsibility whatsoever attaching to him and/or his agents sell the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant the aforesaid unstuffing shall constitute due delivery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods shall cease
4. Where the Carrier is unable to deliver the Goods in accordance with the terms of this Bill of Lading at the Port of Discharge or Place of Delivery and the Goods are delivered by the Carrier to the Merchant without the issue of the original Bill of Lading the Merchant shall indemnify the Carrier by the issue of a guarantee and/or grant a lien hereof over such Goods in due delivery to the Merchant under this Bill of Lading and there will be no liability on the Carrier in respect of the Goods after delivery
(5) Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this Clause hereof notwithstanding it having been notified of the availability of the Goods for delivery shall constitute an irrevocable answer by the Merchant to the Carrier that any and all rights whatsoever relating to the Goods as the Carriage. The Merchant shall be liable for any losses, damages, expenses and ads thereto incurred and sustained by the Carrier arising out of such refusal including but not limited to the return of the Goods to their place of origin

24. GENERAL AVERAGE AND SALVAGE
(1) General Average shall be adjusted, stated and settled at any port or place at the Carrier's option according to the rules between, inter alia, York-Antwerp Rules thereof and as to matters not provided for by the rules, according to the laws and usages of London. In the event accident danger damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever whether due to negligence or not for which or for the consequence of which the Carrier is not responsible by statute contract or otherwise the Merchant shall contribute with the Carrier in general average salvage and charges, co-average payable by, or allocated to, the Goods shall be ascertained and settled at such port or place and in such currency as the Carrier may select and the Goods and the Merchant shall make deposit to the Carrier such security as may be demanded by the Carrier for the estimated amount of the contributions and salvage and special charges thereon before delivery
(2) In the event of the Master, Pilot, Agents or Servants of the Carrier are heroes the Merchant agrees that the Master, Pilot, Agents or Servants of the Carrier are entitled to claim and shall be paid for salvage services rendered by them to the Goods as if they were not the servants of the Carrier

25. BOTH-TO-BLAME COLLISION
The Both to Blame Collision Clause currently published by the Baltic and International Maritime Conference is deemed to be incorporated herein this Bill of Lading

26. NON VESSEL OPERATING COMMON CARRIERS
If this Bill of Lading is accepted by a Non Vessel Operating Common Carrier ("NVOCC") with whom the Carrier has entered into agreements governing the relationship between the Carrier and NVOCC, it is hereby agreed that the Carrier shall be liable in respect of the NVOCC's customers only to the extent that the Carrier is liable to the NVOCC under the Terms and Conditions of this Bill of Lading. The Carrier further warrants to indemnify the Carrier and its servants, agents and subcontractors against any claims or consequences of this warranty not being true

27. LAW AND JURISDICTION
1. Except as provided in clause 27(2) below all claims against the Carrier must be brought and heard exclusively in the English High Court except as provided elsewhere in this Bill of Lading. English law shall apply to such claims.
2. Where the shipment covered by this Bill of Lading is to or from the United States of America, including its territories and possessions, any claim arising hereunder must be brought and heard exclusively in the United States District Court for the Southern District of New York or in the Court nearest to the Port of Loading or Port of Discharge, whichever is applicable, or at the Carrier's option in any other court of competent jurisdiction over the Carrier within the United States. In such event the U.S. Carriage of Goods by Sea Act 1936 (including the Carriage of Goods by Sea Act 1936) shall apply to such claims, whether U.S. official actions other than the provisions stated in said Act the governing carriage of the Goods before loading or after discharge of the port of loading and following discharge from the vessel, and throughout the time that the Goods are in the Carrier's possession, custody or control
3. The Carrier and/or sub-contractors are entitled to the benefit of limitation of liability provided by the Convention on Limitation of Liability for Maritime Claims 1976 as amended ("LLMC") and to the benefit of any statutory provisions which may be similar to or which may replace or amend the LLMC to the same extent as if such benefits were fully set out herein. Nothing contained herein shall be deemed to be a waiver of any right to limit liability conferred by the LLMC or any statutory provisions which may be similar to or which may replace or amend the LLMC
4. Any dispute arising under this contract shall be referred to the exclusive jurisdiction of the Courts of Singapore and to the exclusive jurisdiction of the Singapore Courts and shall be determined in accordance with the laws of Singapore

28. VARIATION OF THE CONTRACT
No servant agent or Subcontractor of the Carrier shall have the power to waive or vary any terms and conditions of this Bill of Lading unless such waiver or alteration is in writing and is specifically authorized or approved in writing by the Carrier

29. NEW JASON CLAUSE
In the event of accident danger damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever whether due to negligence or not for which or for the consequence of which the Carrier is not responsible by statute contract or otherwise the Merchant shall jointly and severally contribute with the Carrier in general average to the payment of any sacrifices losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods. A cash deposit as security against any such salvage shall be paid for as fixed by the Carrier including disbursements likely to be incurred in connection therewith. The value of the Goods for the purpose of general average contribution shall be calculated in accordance with the provisions stated in clause 8(1) hereof. The Merchant shall provide guarantees to the Carrier before delivery of the Goods if required by the Carrier

The following clauses are applicable only when document used as a Sea Waybill

30. Delivery shall be made to the consignee or to another bona fide representative upon presentation of a delivery instruction in the form of letter, telex or other means of communication satisfactory to the Carrier in its sole and absolute discretion without the need of producing or surrendering a Sea Waybill

31. Except as provided 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 current combined transport Bill of Lading (clause 1) 0.75 a copy of which may be obtained from the Carrier and its agents. The Shipper expressly accepts and agrees to such terms and conditions including but not limited to the pre-carriage and on-carriage limitations of liability, whether the loss or damage occurs during the Carrier's custody or otherwise

32. The consignee or other receiver of the Goods, by presenting this Sea Waybill and/or requesting delivery of the Goods, becomes liable to the Shipper under this Sea Waybill and the Carrier's current combined transport Bill of Lading, such undertaking being additional and without prejudice to the Shipper's own liability

33. This Sea Waybill is subject to the CMI Uniform Rules for Sea Waybills

34. Upon written request of the Shipper prior to arrival of the carrying vessel at the Port of Discharge or Place of Delivery, the Carrier will make reasonable efforts to change the Sea Waybill to the Carrier's Bill of Lading or request that the Carrier should not make delivery to the consignee without surrender of the Sea Waybill. The Carrier shall not be liable for failure to comply with such request or for any delay resulting therefrom. The Shipper shall indemnify the Carrier against any loss, damage, liability or expense arising from such request or from delay in complying therewith

35. The Carrier is authorized by the Shipper and the consignee to deliver the Goods to the consignee named in the Sea Waybill without requiring production of the Sea Waybill by the consignee and notwithstanding any instructions to the contrary that may be stated in the Sea Waybill, and the Shipper will indemnify the Carrier against any loss, damage, liability or expense arising from such delivery. The Shipper undertakes that no person will take delivery of the Goods against the Carrier's instructions or without production of the Sea Waybill, whether instructed by the Shipper or not

36. Unless instructed to the contrary by the Shipper, the Carrier may, but is not obliged to, notify the consignee named in the Sea Waybill or any other person named in writing by the Shipper for the purpose. The Carrier's obligation to notify shall not be a condition precedent to the Carrier's obligation to deliver the Goods.

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

COPY

Vessel: ZHONG HANG 068 Voyage: 070S B/L NO: COAU6463642580

Marks & Nos. Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
NET WEIGHT: 25.0KGS ORIGIN:CHINA				
TOTAL:	1140 BAGS		28614.000KGS	50.0000CBM
OCEAN FREIGHT PREPAID SHIPPER'S LOAD STOW COUNT AND SEAL ON CY-CY TERM DESTINATION OFFICE ADDRESS: COSCO SHIPPING LINES PAKISTAN (PVT) LTD. 8TH FLOOR, CLIFTON DIAMOND BUILDING, PLOT NO. 10, BLOCK-4, CLIFTON KARACHI, PAKISTAN CS.PAKISTAN@COSCON.COM PHONE: (92)21-35270800 FAX: 0092-21-35180643				

TERMS AND CONDITIONS
(Large Print Available on Request)

1 DEFINITIONS
"Carrier" means NEW GOLDEN SEA SHIPPING PTE. LTD
"Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill of Lading
"Bill of Lading" means the present document whether issued as a Bill of Lading or a Sea Waybill and whether issued in paper or electronic form
"Merchant" includes the Consignor, the Shipper, the Receiver, the Consignee, the Owner of the Goods, the Holder or Endorsee of this Bill of Lading, any Person owning, entitled to or claiming the possession of the Goods or this Bill of Lading and anyone acting on behalf of any such person
"Holder" means any person for the time being in possession of this Bill of Lading or to whom rights of suit and/or liabilities under this bill of lading have been transferred or vested
"Vessel" includes the vessel(s) named in this Bill of Lading or any substitute thereto and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with any waterborne carriage
"Subcontractor" includes owners, managers, operators and charterers of vessels (other than the Carrier), stevedores, terminal, warehouse, depot and groupage operators, road and rail transport operators and any independent contractor employed by the Carrier in the performance of the carriage and any sub subcontractor thereof. The expression Subcontractor shall include direct and indirect Subcontractors and their respective servants, agents or sub-contractors.
"Goods" means the whole or any part of the cargo received from the Merchant and includes any Container not supplied by or on behalf of the Carrier
"Package" means for unitising purposes the largest unit into which the Goods are packaged or consolidated by the Merchant including any pallet, tray or assemblage of cartons for the convenience of the Merchant
"Container" includes any Container, open top, trailer, transportable tank, flat rack, platform, pallet, and any other equipment or device used for or in connection with the transportation of the Goods
"Freight" includes all charges payable to the Carrier in accordance with the applicable Tariffs and this Bill of Lading
"U.S. COGSA" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1936
"Terms and Conditions" means all terms, rights, liberties, provisions, conditions, exceptions, limitations and liberties hereof

2 WARRANTY
The Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of the person owning or entitled to the possession of the Goods and this Bill of Lading

3 CARRIER'S TARIFF
The Terms and Conditions of the Carrier's applicable Tariff and other requirements regarding charges are incorporated into this Bill of Lading. Particular attention is drawn to the Terms and Conditions contained therein including, but not limited to, free storage time, Container and vehicle demurrage and detention etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or its agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4 SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS
(1) The Carrier shall be entitled to sub-contract at any time and on any terms whatsoever the whole or any part of the carriage with any Subcontractor and/or to substitute any other vessel or means of transport for the Vessel including liberty to further sub-contract
(2) The Merchant agrees that no claim or legal action whatsoever shall be made or brought against any person by whom the carriage is performed or undertaken (including but not limited to the Carrier's servants, agents or Subcontractors) other than the Carrier. Should any such claim or legal action nevertheless be made or brought the Merchant undertakes to indemnify the Carrier against all consequences thereof including legal expenses on a full indemnity basis. Without prejudice to the foregoing, every such person or vessel, including but not limited to the Carrier's servants, agents or Subcontractors as defined in Clause 1 above shall have the benefit of every exemption, defense and limitation herein contained, applicable to the Carrier in contract or in tort as if such provision were expressly contracted for its benefit and in entering into this contract the Carrier to the extent of such benefit declares, defenses and limitations does so not only on its behalf but also as an agent and trustee for such person or vessel

5 CARRIER'S RESPONSIBILITY
(1) Port to Port Shipment If box 4, box 5 and/or box 9 without any insertion or the place(s) or port(s) indicated therein is/are same as the place or port(s) that indicated in box 7 and box 8 on the front of this Bill of Lading, this Bill of Lading is a Port to Port contract. The Carrier shall be responsible for the Goods as 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 port of discharge to the Merchant or to the Authority as required by local laws or regulations, whichever occurs earlier.
(2) Combined Transport If box 4, box 5 and/or box 9 on the front of this Bill of Lading and the place(s) or port(s) indicated therein is/are place(s) or port(s) indicated other than that indicated in box 7 and box 8 and Freight is paid for combined transport, this Bill of Lading is a combined transport contract. The Carrier undertakes to arrange or procure the pre-carriage and/or on carriage segments of the combined transport. All claims arising from the combined transport carriage must be filed with the Carrier within 9 months after the delivery of the Goods or the date when the Goods should have been delivered, failing which the Carrier shall be discharged from all liabilities whatsoever in respect of the Goods. If any payment is made by the Carrier to the Merchant in respect of any claim arising from the combined transport carriage, the Carrier shall be automatically subrogated to or given all rights of the Merchant against all others including pre carrier or on carrier or Subcontractor on account of such loss or damage. Nothing herein contained shall be deemed a waiver of any rights that the Carrier may have against a pre carrier or on carrier or Subcontractor for indemnity or otherwise

6 NOTICE OF CLAIM AND TIME BAR
(1) Unless notice of loss or damage is given in writing to the Carrier's agent at the Port of Discharge or Place of Delivery before or on the date of delivery of the Goods, or if loss or damage is not apparent, within 15 consecutive days thereafter such delivery shall be prima facie evidence of the delivery of the Goods by the Carrier and/or on carrier in the order and condition described in this Bill of Lading
(2) The Carrier, its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought on for date year after the delivery of the Goods or the date when the Goods should have been delivered

7 LOSS OR DAMAGE
(1) The Terms and Conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the carriage of the Goods not only during the carriage but also during the period prior to and/or subsequent to the carriage. The exemptions from liability, defenses and limitation of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay howsoever occurring and whether the action be founded in contract or in tort and even if the loss, damage or delay arose as a result of unseaworthiness, negligence or fundamental breach of contract. Save as is otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage or loss of profits
(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 trans-shipment aboard any particular vessel or other conveyance at any particular date or time or to meet any particular market or in time for any particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed if the Carrier shall find it necessary or prudent or to comply with an order of requirement. The Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay
(3) 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 national law(s) and/or international convention(s) applicable thereto. If the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that it shall be deemed that the loss or damage occurred aboard the Carrier's Vessel, in either case Clause (1) and (2) shall apply

8 LIMITATION OF LIABILITY
(1) Subject always to the Carrier's right to limit liability as provided for herein, if 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 value of the Goods plus Freight and insurance if paid. The value of the Goods shall be determined by the lowest price with reference to the commercial invoice, customs declaration, any processing market price (at the place and time they are delivered or should have been delivered), production price at the reasonable value of goods of the same kind and/or quality
(2) Save as is provided in clause 8(3):
(a) that 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 $666.67 SDR per package or other shipping unit or 2 SDR per kilogramme of the gross weight of the Goods lost or damaged, whichever is the higher, unless Clause 8(2)(b) applies.
(b) where carriage includes 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. COGSA, as provided for in Clause 27(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 USD 500 per package or where the Goods are not shipped in packages, USD 500 per customary freight unit. In any event, the Carrier's limitations of liability in respect of inland loss or damage shall be no higher than that of the underlying 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 shipment and inserted in this Bill of Lading in the box of "Declared Cargo Value" and the Merchant has paid additional Freight on such declared value. This declaration 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 become liable for any loss or damage to or in connection with Goods if the nature or value thereof has been misstated by the Merchant in this Bill of Lading
(4) 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 this Bill of Lading 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 such article 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 Carrier such article of carriage shall be deemed to be one package or one shipping unit

9 DELAY
The Carrier shall not be liable for any loss of or damage to the Goods occurring at any time, including that before loading or after discharge by reason of any fire whatsoever, unless such fire is caused by the actual fault of the Carrier

10 CARRIER'S CONTAINERS
(1) Goods received in break bulk will be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or not stuffed by the Carrier, on deck or below deck. All such Goods shall participate in General Average, Salvage charges and/or special charges. The Terms and Conditions of this Bill of Lading, including the applicable laws as provided for in Clause 27 shall apply to Containers carried on deck
(2) If Carrier's Containers and equipments are used by the Merchant for pre-carriage or on carriage or unported at the Merchant's premises, the Merchant is responsible for returning the empty Containers, with interiors swept clean and free of smell to the point or place designated by the Carrier, its servants or agents, within the time prescribed in the Tariff and/or required by the Carrier. Should a Container not be returned within the aforesaid time the Merchant shall be liable for any detention, demurrage loss or expenses which may arise from such non-return
(3) The Merchant shall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Merchant or anyone acting on the Merchant's behalf. The Merchant shall also be liable during such period for any loss of or damage to the property of others or for any injuries or death and the Merchant shall indemnify and hold the Carrier harmless against all damages, including legal expenses, incurred from any and all such claims arising during such periods

11 MERCHANT-STUFFED CONTAINER
(1) If a Container has not been stuffed by or on behalf of the Carrier the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier if such loss, damage, liability or expense has been caused by
(a) the manner in which the Container has been filled, packed, loaded or stuffed or
(b) the unsuitability of the Goods for carriage in the Container or
(c) the unsuitability or defective condition of the Container, provided that, if the Container had been supplied by or on behalf of the Carrier this unsuitability or defective condition could have been apparent upon inspection by the Merchant at or prior to the time when the Container was filled, packed, loaded or stuffed
(2) If a Merchant stuffed Container is delivered by the Carrier with its seal intact, such delivery 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 facie evidence of its being suitable and without defect

12. MERCHANT'S DESCRIPTION
(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant or on its behalf shall not be binding on the Carrier and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to the use of or by freight forwarder. It is understood by the Merchant that the Carrier has not verified the contents, weight or measurement of a sealed Container and the Carrier makes no representation as to the contents of a sealed Container, even if the Carrier has the number, kind, its weight or measurement, nor the value, quantity, quality, description, condition, marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars
(2) If any particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of the Merchant and for its convenience only. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and shall in no way affect the Carrier's liability under this Bill of Lading. The Merchant acknowledges that except as provided for in Clause 8 hereof the value of the Goods is unknown to the Carrier

13. MERCHANT'S RESPONSIBILITY
(1) The liabilities defined at Merchant in clause 1 hereof shall, where applicable, be jointly and severally liable to the Carrier for the due full fulfillment of all obligations undertaken by any of them under this Bill of Lading
(2) The Merchant warrants to the Carrier that the particulars relating to the Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on receipt of this Bill of Lading and that such particulars, and any particulars furnished by or on behalf of the Merchant are adequate and correct. The Merchant also warrants that the Goods are lawful Goods and are not contraband, drugs or other illegal substances or stowaways, and that the Goods will not cause loss, damage or expense to the Carrier or to any other cargo
(3) The Merchant shall indemnify the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetary nature arising or resulting from any breach of the warranties in Clause 13(2) hereof or from any other cause in connection with the Goods for which the Carrier is not responsible. The Carrier shall have the right to collect liquidated damages from the Merchant in accordance with its provisions
(4) If the Merchant's description of the Goods in this Bill of Lading or in any document or certificate furnished to the Carrier by or on behalf of the Merchant shall prove to have been inaccurate, no correct or misleading in any respect, the Merchant shall be liable for all fines, penalties, charges and expenses arising therefrom and any loss and damage suffered by the Carrier
(5) The Merchant shall comply with all regulations or requirements of customs, port and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including the full return Freight for the Goods if required, or if on carried, the full Freight from the Port of Discharge or the Place of Delivery nominated herein to the intended Port of Discharge or the intended Place of Delivery) incurred and/or sustained by reason of any failure to so comply or by reason of any illegal, incorrect or insufficient marking, numbering, or addressing of the Goods, and shall indemnify the Carrier in respect thereof

14. FREIGHT AND CHARGES
(1) All Freight shall be deemed fully, finally and unconditionally earned upon booking of the Goods by the Carrier and shall be paid and non returnable in any event whatsoever
(2) All Freight and charges shall be 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 governing the Freight in the applicable Tariff or as agreed otherwise
(4) Payment of Freight and charges to any freight forwarder or broker, or anyone other than the Carrier or its authorized agent shall not be considered payment to the Carrier and shall be made at the Merchant's sole risk
(5) The parties defined as Merchant in clause 1 hereof shall where applicable be jointly and severally liable to the Carrier for payment of all Freight, demurrage and detention, General Average, Salvage charges and/or special charge, and charges including, but not limited to, court costs, expenses and reasonable attorney's fees incurred in collecting sums due the Carrier, failing which shall be considered a default by the Merchant in the payment of Freight and charges

15 INSPECTION OF THE GOODS
The Carrier and/or any person to whom the Carrier has been entrusted the carriage or any person authorized by the Carrier shall be entitled, but under no obligation, to open any Container or Package at any time and to inspect the Goods. If by order of the Authorities of any place, a Container or all the Goods in such Container shall not be loaded for any cause or damage incurred as a result of any opening, unpacking, inspection and repacking. The Carrier shall be entitled to recover the cost of such opening, unpacking, inspection and repacking from the Merchant

16 CARRIAGE AFFECTED BY CONDITION OF THE GOODS
If 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 or taking any measure(s), in relation to the Goods or the Container, the Carrier may, without notice to the Merchant (but as its agent only) take any measures and/or incur any additional expenses to carry or to continue the carriage thereof and may discharge, land or abandon the Goods at any place or port whether or not specified in this Bill of Lading, which the Carrier in its absolute discretion considers most appropriate and such abandonment shall constitute due delivery hereunder. The Merchant shall be deemed to have warranted that the description of the Goods under this Bill of Lading is sufficient to enable the Carrier to determine how the Goods are to be carried, handled, stowed and discharged, and that the Goods are packed in such a manner as may be necessary to withstand the ordinary incidents of the carriage and any additional expense so incurred

17 LIENS
The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and for the costs of such lien. Such lien shall survive the delivery of the Goods. The Carrier shall have a lien on the Goods for all sums due by the Merchant to the Carrier under any other contract whether or not related to this carriage. The Carrier may exercise such lien at any time and any place in its sole discretion, whether the contractual Carriage has been completed or not. In any event any lien shall extend to cover the cost of the exercising such lien and any sums due and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant. Nothing herein shall prevent the Carrier from recovering from the Merchant any difference between the amount due to the Carrier and the amount realized by such sale. The Carrier's lien shall survive delivery of the Goods

18 DECK CARGO, ANIMALS AND PLANTS
Goods, other than those stuffed in Containers, that are stored on the front of this Bill of Lading as contractual deck cargo shall be stowed on deck and are received and at the shipper's risk including fire and perils. Live plants and animals are received solely at the risk of the Merchant and the carrier shall not be liable for any loss or damage of whatsoever nature arising during carriage by sea whether or not arising out of negligence on the part of the Carrier. The Carrier shall be bound to prove that he has fulfilled the special requirements of the Merchant with regard to the live animals and that under the circumstances of the case carriage the loss or damage has occurred due to the special risks inherent therein. The Merchant shall indemnify the Carrier against any claims incurred for any reason whatsoever in connection with the carriage of such live animals or plants

19 METHODS AND ROUTES OF CARRIAGE
1. The Carrier may at any time and without notice to the Merchant
(a) use any means of transport or storage whatsoever
(b) transfer the Goods from one conveyance to another, including transshipment or carrying the same or another parcel other than the parcel named on the front of this Bill of Lading or by any other means of transport whatsoever
(c) sail or tow with or without pilots, proceed to any ports (whether or not the nearest or most direct or customary or advertised ports) and proceed to, remain at and stay at any port or place whatsoever (including the Port of Loading, if herein provided) once or more often and in any order or rotation
(d) load and unload the Goods at any place or port (whether or not any such port is named in the reverse hereof) as the Port of Loading and/or Discharge and store the Goods at any such port or place
(e) 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 any government or authority or having or claiming to have the authority to give orders or directions
2. The liberties set out in Clause 19(1) may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking any persons undergoing repairs and/or any deviation, towing or being towed, assisting other vessels, making trial trips and adjusting instruments
3. Anything done or not done in accordance with Clause 19 or any delay arising therefrom shall be deemed to be within the scope of the carriage and shall not be a deviation

20 MATTERS AFFECTING PERFORMANCE
If at any time the carriage is or becomes or in the judgment of the Master to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind whatsoever whether arising before the Goods or any part of the Goods are loaded or after the commencement of the transit, and whether the circumstances giving rise to such matters existed before the contract was entered into or the Goods were received for shipment, the Carrier (whether or not the carriage has commenced) may at its sole discretion and without prior notice to the Merchant
1. carry the Goods to the intended port of discharge or Place of Delivery by any route which the Carrier in its absolute discretion considers to be suitable, whether or not the route be longer than that which is customary for Goods consigned to that Port of Discharge or Place of Delivery. The Carrier may invoke the terms of this sub-Clause then notwithstanding the provisions of Clause 19 hereof, the Carrier shall be entitled to charge such additional Freight as the Carrier may determine; or
2. suspend the carriage of the Goods and store them ashore or afloat upon the terms and conditions of this Bill of Lading as it considers reasonable to ensure them as soon as possible, 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 then the Carrier shall be entitled to the payment of such additional Freight as the Carrier may determine; or
3. abandon the carriage of the Goods and place the Goods at the Merchant's disposal at any port or place whatsoever which the Carrier may deem safe and convenient, whereupon the carriage hereunder of the Carrier in respect of such Goods shall entirely cease. The Carrier shall nevertheless be entitled to Freight in respect of the Goods received for shipment and the Merchant shall pay any additional costs of the carriage to and delivery and storage at such port or place
Where the Carrier elects to use an alternative route under Clause 20(1) or to suspend the carriage under Clause 20(2) and/or shall have reasonable Freight subsequently to abandon the carriage

21 DANGEROUS GOODS
At the time of shipping Goods which are or which may become of a dangerous, noxious, hazardous, flammable or damaging nature, including radioactive material or gas which may become liable to cause damage or loss, if any person employment or property whatsoever and whether in transit or otherwise, any officer or employee of the Carrier, Subcontractor or agent of Master may at any time and without notice to the Merchant and without any liability to the Carrier in respect of any claim of such Goods, unload the same or specially destroy or render it harmless and notify the Carrier in writing of these proper descriptions, nature and the precautions to be taken. In case the Merchant fails to or inadequately notifies the carrier or if in the opinion of the carrier the Goods are or are likely to become of a dangerous, noxious, hazardous, flammable or damaging nature they may at any time or place be unloaded, destroyed, discarded or abandoned or rendered harmless without compensation to the Merchant and without prejudice to the carrier's right. Further the Merchant shall indemnify and hold harmless and defend the carrier, its servants, agents and subcontractors and any third party concerned against all claims, liabilities, damage, loss, personal injury and/or death, costs, fines and/or penalties and all irrecoverable legal expenses including those such expenses and costs incurred by the vessel, any other cargo or property aboard or owned or carried whether or not the Merchant was aware of the nature of the Goods. Notwithstanding the foregoing, the Carrier may, at any time and without notice, treat the Goods as the property of the Merchant and may destroyed or rendered harmless without compensation in all or when they become or are likely to become a danger to the vessel, the crew and other persons on board or to other goods. However nothing contained in this Clause shall affect the Carrier's liability for unseaworthiness.

22 SPECIAL REFRIGERATED OR HEATED CONTAINERS
1. Unless the Merchant and the Carrier agree in writing before shipment that specially ventilated refrigerated or heated containers are to be used for the Goods and such agreement is noted in the form of this Bill of Lading and the Merchant gives proper written instructions to the Carrier at the commencement of and at the particular temperature range to be maintained and at special attendance required and the Merchant pays the extra Freight charged to date the Carrier is to fill or as agreed the Goods shall be carried and ordinary unventilated containers
2. In case of a refrigerated Container stuffed by or on behalf of the Merchant, the Merchant understands that its thermometer, even if in working order, may sometimes have been incorrectly set by the Merchant and that the temperature of the Goods and the refrigerated container has been set regardless of the required temperature even before stuffing and that the Goods have been properly stowed in the container before the required pre-cooling period. The Merchant is not to be held responsible for the operation and maintenance of the Carrier's Container while it is in the Merchant's custody or the custody of anyone acting on the Merchant's behalf
3. If a suggested temperature is noted on the front of this Bill of Lading, the Merchant shall deliver the Goods to the Carrier at the noted temperature plus or minus 2° permitted and the Carrier shall exercise due diligence to maintain such temperature plus or minus above the Goods are in the Carrier's possession. The Carrier shall not be responsible for consequences of delays at temperatures plus or minus above
4. The Carrier does not guarantee that the Container be properly pre-cooled, refrigerated or heated throughout the carriage nor shall the Carrier be liable for any loss of or damage to the Goods arising from any latent defects, any total or partial failure or breakdown or stoppage of the refrigerating machinery, plant, insulation and/or any apparatus of the Container, Vessel, conveyance and any other facilities, provided that the Carrier shall before or at the beginning of the carriage exercise due diligence to maintain the refrigerated Container in an efficient state
5. In case of the Merchant's own Container a set of emergency kit and an operation manual shall be supplied by the Merchant

23 NOTIFICATION AND DELIVERY
(1) Any mention hereon of parties to be notified of the arrival of the Goods is solely for information of the Carrier and failure to give such notice shall not relieve the Merchant of any obligation hereunder
(2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as required by the Carrier
(3) If the Merchant fails to take delivery of the Goods during a reasonable time or whenever in the opinion of the Carrier the Goods are likely to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value, the Carrier may at its discretion without prejudice to any rights which he may have against the Merchant without notice and without any measures being taken, sell, destroy or dispose of the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant. The aforesaid unstuffing shall constitute due delivery hereunder and thereupon all liability and/or warrant of the Carrier in respect of the Goods thereof shall cease
(4) Where the Carrier is obliged to hand over the Goods to a party entitled to the custody of the port customs or any other Authority at the Port of Discharge or Place of Delivery, and the Merchant fails to take delivery of the same to the Merchant within the time allowed by the Carrier, the Carrier may by notice require the Merchant to take delivery of the Goods from the custody of the Port Authority or any other Authority and upon receipt by the said Port Authority or any other Authority of such notice from the Carrier, the Merchant shall be deemed to have taken delivery of the Goods and the liability of the Carrier in respect of the Goods shall entirely cease
(5) Refusal by the Merchant to take delivery of the Goods or any dispute with the terms of this Clause notwithstanding its having been notified of the availability of the Goods for delivery shall constitute an irrevocable waiver by the Merchant to the Carrier of all and any claims which have arisen against the Goods or the Carriage. The Merchant shall be liable for any losses, damages, expenses and liabilities incurred and suffered by the Carrier arising from such refusal, including but not limited to the return of the Goods to their place of origin

24 GENERAL AVERAGE AND SALVAGE
(1) General Average shall be adjusted, stated and settled at any port or place at the Carrier's option according to the York Antwerp Rules 1974 except Rule XI thereof and as to matters not provided for by the York Antwerp Rules 1994, according to the laws and usages in London that may be chosen by the Carrier in its sole discretion and/or under deck. General average on a vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that vessel. The Merchant shall give such cash deposit or other security as the Carrier may deem sufficient to cover the estimated general average and such as of the Goods and any salvage and special charges thereon before delivery
(2) In the event of the Master considering that salvage services are needed the Merchant agrees that the Master has authority on behalf of the Carrier to procure such services to Goods and that the Carrier may act as its agent to settle salvage remuneration. The Merchant shall timely and fully provide such deposit or other security, for the salvage and special charges affecting the Tonnage of the Vessel after the salvage having which the Merchant shall be liable for any losses arising therefrom and sustained by the Carrier

25. BOTH-TO-BLAME COLLISION
The Both to Blame Collision Clauses contained published by the Baltic and International Maritime Conference is deemed to be incorporated in this Bill of Lading

26. NON-VESSEL-OPERATING COMMON CARRIERS
If this Bill of Lading is accepted by a Merchant acting as a non-vessel-operating common carrier ("NVOCC") who has in fact concluded the contracts of carriage with individuals or firms (the "Actual Carriers") whereby such Actual Carriers undertake to perform the carriage of the Goods, or any part of the carriage, from the Port of Loading to the Port of Discharge, the Merchant agrees to indemnify the Carrier against all consequences of its failure to perform its duties

27 LAW AND JURISDICTION
(1) Except as provided in Clause 27(2) below, all claims against the Carrier must be brought and heard exclusively in the Singapore High Court. The rights provided elsewhere in this Bill of Lading does of Singapore shall apply to such claims
(2) Where the shipment covered by this Bill of Lading is to or from the United States of America, including its district, territories and possessions, any claim arising hereunder must be brought and heard exclusively in the United States District Court for the Southern District of New York. The Court of competent jurisdiction over any competent state or its Court located in New York County. Except as otherwise set out herein, the United States Carriage of Goods by Sea Act 1936 shall apply to such claims, where U.S. COGSA applies, then the provisions stated in said Act, the carrier during carriage of the Goods before loading on the vessel, all the port of loading and following discharge from the vessel at the port of discharge and throughout the time that the Goods are in the Carrier's possession, custody or control
(3) This Law and Jurisdiction Clause is intended solely for the Carrier's benefit and may be unilaterally waived by the Carrier in whose or in part before any proceedings are commenced. The Carrier shall be entitled at its sole option to pursue any claim against the Merchant in the jurisdiction agreed above or any jurisdiction of competent court in the Place of Receipt, the Port of Loading, the Port of Discharge, the Place of Delivery or any other place related to the carriage or where the Merchant has a place of business or has assets

28 VARIATION OF THIS CONTRACT
No servant, agent or Subcontractor of the Carrier shall have the power to waive or vary any terms and conditions of this Bill of Lading unless such waiver or variation is in writing and is specifically authorized or approved in writing by the Carrier

29 NEW JASON CLAUSE
In the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever whether due to negligence 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 jointly and severally shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made 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, salvage shall be paid for as fully as if the salving ship belonged to strangers

The following clauses are applicable only when document used as a Sea Waybill

30 Delivery will be made to the consignee or its author and representative upon presentation of a delivery receipt or other evidence of identity and authority satisfactory to the Carrier or its sole and absolute discretion without the need of producing or surrendering a copy of Sea Waybill

31 Except as provided in the Sea Waybill, the contract of carriage as evidenced by this Sea Waybill is subject to the terms and conditions of the Carrier's current Combined Transport Bill of Lading (Clauses 1 to 29, a copy of which may be obtained from the Carrier and its agent. The Shipper as agrees all said Terms and Conditions, including but not limited to the per package and other limitations of liability contained therein, on behalf of the Merchant, owner of the Goods and anyone acting on the Merchant's behalf

32 The Consignee or other receiver of the Goods, by presenting this Sea Waybill and/or requesting delivery of the Goods, shall undertake all obligations of the Shipper under this Sea Waybill and the Carrier's current Combined Transport Bill of Lading, such undertaking being additional and without prejudice to the Shipper's own liability

33 This Sea Waybill is subject to the UCP Uniform Rules for Sea Waybill

34 Upon written request of the Shipper prior to arrival of the carrying vessel at the Port of Discharge or Place of Delivery, as the case may be, the Carrier shall use its best efforts to change the Sea Waybill to the Carrier's Bill of Lading, provided that the Carrier shall in no case be responsible for any delay in making such changes

35 The Goods are subject to the Carrier's normal credit practices with respect to release of parts over Goods, as specified in the Carrier's Tariff and Bill of Lading including but not limited to the Carrier's right to a lien against any shipment in his unit for any unpaid charges due and owing to the Carrier by any party to the Sea Waybill, whether related to the Goods described in this Sea Waybill or not

36 Unless instructed to the contrary by the Shipper prior to the commencement of carriage and noted as ordinary, the face hereof the Carrier is authorized to the place and terms and conditions, process, cargo claims with the Consignee. Claims settlement, if any, shall be a complete discharge of the Carrier's obligations to the Shipper

(as amended 20, 9:00)

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

COPY

Tel: +65 68128288
E-Business: elines.coscoshipping.com

PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING

1 Shipper Insert Name Address and Phone/Fax GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD ADD: DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY, GUANGXI, CHINA*	Booking No: 6463642580 Bill of Lading No.: COAU6463642580 Export References:
2 Consignee Insert Name Address and Phone/Fax M/S MUHAMMAD SHAUKAT & BROTHERS ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN. NTN: 2144491-9**	Forwarding Agent and References FMC/CHB No: Point and Country of Origin:
3 Notify Party Insert Name Address and Phone/Fax (It is agreed that no responsibility shall attach to the Carrier or his agents for failure to notify) SAME AS CONSIGNEE	Also Notify Party-routing & Instructions
4. Combined Transport * Pre-Carriage by	5. Combined Transport * Place of Receipt: WUZHOU, CHINA
6. Ocean Vessel Voy. No.: ZHONG HANG 068 070S	7 Port of Loading: WUZHOU, CHINA Service Contract No: Doc. Form No.
8 Port of Discharge: KARACHI, PAKISTAN	9 Combined Transport * Place of Delivery: KARACHI, PAKISTAN Type of Movement: FCL / FCL CY-CY

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
CSNU6881770 /NK963435 /	1140 BAGS	/FCL/FCL /40HQ/28614.000KGS		;50.0000CBM
PRODUCT: CUMIN SEEDS MFG DATE: 07/2026 EXP DATE: 07/2029 NET WEIGHT: 25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE: 07/2026 EXP DATE: 07/2029		CUMIN SEEDS HS CODE:090931 BLACK CARDAMOM HS CODE:090831 TOTAL NET WEIGHT:28500KGS **TEL: 0086-18174836868 E-MAIL: 546524254@QQ.COM **TEL: 02132440285 E-MAIL: SHOAIB.PARACHAABC@GMAIL.COM		
	** TO BE CONTINUED ON ATTACHED LIST **			

Declared Cargo Value US$ (See Clause 8.3 on reverse side)

Description of Contents for Shipper's Use Only (Not part of This B/L Contract)

10. Total Number of Containers and/or Packages (in words) Subject to Clause 8 Limitation of Liability: SAY ONE CONTAINER TOTAL

11. Freight & Charges	Revenue Tons	Rate	Per	Amount	Prepaid	Collect	Freight & Charges Payable at / by

Received in external apparent good order and condition unless otherwise stated. The total number of the packages or units, the description of the goods and the weights shown in this B/L of Lading are furnished by the merchants, to which the carrier has no reasonable means and duties of verification. The carrier has issued 3 original Bills of Lading, all of this tenor and date, upon any one of the original Bills of Lading be surrendered and endorsed or signed against the delivery of the shipment, the others shall be void. The merchants agree to be bound by the terms and conditions of this Bill of Lading and Sanctions and the Export Control Compliance Terms as if each has personally signed this B/L of Lading. The complete TERMS AND CONDITIONS appearing on the reverse side of this B/L of Lading and the Sanctions and Export Control Compliance Terms are available at https://lines.coscoshipping.com/Home/HelpCenter/TermsAndConditions. Demurrage and Detention shall be charged according to the tariff published on the Home page of https://lines.coscoshipping.com. If any ambiguity or query, please search by Demurrage & Detention Tariff Enquiry.
*Applicable Only When Document Used as a Combined Transport Bill of Lading

Date of Receipt *

Date Laden on Board 26 AUG 2026

Signed by

1202 Date of Issue 26 AUG 2026 Place of Issue GUANGXI

Signed for the Carrier, NEW GOLDEN SEA SHIPPING PTE. LTD.

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS

"Carrier" means NEW GOLDEN SEA SHIPPING PTE LTD

"Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill of Lading

"Bill of Lading" means the present document, whether issued as a Bill of Lading or a Sea Waybill and whether issued in paper or electronic only

"Merchant" includes the Consignor, the Shipper, the Receiver, the Consignee, the Owner of the Goods, the Holder or Endorsee of this Bill of Lading, any person owning, entitled to or claiming the possession of the Goods or this Bill of Lading and anyone acting on behalf of any such person

"Holder" means any person for the time being in possession of this Bill of Lading or to whom rights of sue and/or liability under this bill of lading have been transferred or vested

"Vessel" includes the vessel(s) named in this Bill of Lading or any substitute thereto and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with any waterborne carriage

"Subcontractor" includes owners, managers, operators and charterers of vessels (other than the Carrier), stevedores, terminal, warehouse, depot and groupage operators, road and rail transport operators and any independent contractor employed by the Carrier in the performance of the Carriage and any sub-Subcontractor thereof. The expression Subcontractor shall include direct and indirect Subcontractors and their respective servants, agents or subcontractors

"Goods" means the whole or any part of the cargo received from the Merchant and includes any Container not supplied by or on behalf of the Carrier

"Package" means for limitation purposes the largest unit into which the Goods are packaged or consolidated by the Merchant, including any pallet and/or assemblage of cartons for the convenience of the Merchant

"Container" includes any Container, open top, trailer, transportable tank, flat rack, platform, pallet and any other equipment or device used for or in connection with the transportation of the Goods

"Freight" includes all charges payable to the Carrier in accordance with the applicable Tariff and this Bill of Lading

"U.S. COGSA" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1936

"Terms and Conditions" means all terms, rights, defenses, provisions, conditions, exceptions, limitations and liberties hereof

2. WARRANTY

The Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of, the person owning or entitled to the possession of the Goods and this Bill of Lading

3. CARRIER'S TARIFF

The Terms and Conditions of the Carrier's applicable Tariff and other requirements regarding charges are incorporated into this Bill of Lading. Particular attention is drawn to the Terms and Conditions contained therein including, but not limited to, free storage time, Container and vehicle demurrage and detention etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or its agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail

4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

(1) The Carrier shall be entitled to sub-contract at any time and on any terms whatsoever the whole or any part of the carriage with any Subcontractor and/or to substitute any other vessel or means of transport for the Vessel, including liberty to further sub-contract

(2) The Merchant agrees that no claim or legal action whatsoever shall be made or brought against any person by whom the carriage is performed or undertaken (including, but not limited to, the Carrier's servants, agents or Subcontractors) other than the Carrier. Should any such claim or legal action nevertheless be made or brought, the Merchant undertakes to indemnify the Carrier against all consequences thereof including legal expenses on a full indemnity basis. Without prejudice to the foregoing, every such person or vessel, including, but not limited to, the Carrier's servants, agents or Subcontractors as defined in Clause 1 above, shall have the benefit of every exemption, defense and limitation herein contained applicable to the Carrier in contract or in tort as if such provision were expressly contracted for its benefit and, in entering into the contract, the Carrier to the extent of such exemptions, defenses and limitations, does so not only on its behalf but also as an agent and trustee for such person or vessel

5. CARRIER'S RESPONSIBILITY

(1) Port to Port Shipment if box 4 box 5 and/or box 8 (without any insertion) or the place(s) or port(s) indicated therein is/are same as the place(s) or port(s) then indicated in box 7 and box 8 on the front of this Bill of Lading, this Bill of Lading is a Port to Port contract. The Carrier shall be responsible for the Goods as 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 port of discharge to the Merchant or to the Authority as required by local laws or regulations, whichever occurs earlier

(2) Combined Transport if box 4 box 5 and/or box 8 are filled in on the front of this Bill of Lading and the place(s) or port(s) indicated therein is/are place(s) or port(s) other than those mentioned in box 7 and box 8 and freight is paid for combined transport, this Bill of Lading is a combined transport contract. The Carrier undertakes to arrange or procure the pre-carriage and/or on-carriage segments of the combined transport. All claims arising from the combined transport carriage must be filed with the Carrier within 9 months after the delivery of the Goods or the date when the Goods should have been delivered, failing which the Carrier shall be discharged from all liabilities whatsoever in respect of the Goods. If any payment is made by the Carrier to the Merchant in respect of any claim arising from the combined transport carriage, the Carrier shall be automatically subrogated to or given all rights of the Merchant against all others including pre-carrier or on-carrier or Subcontractor on account of such loss or damage. Nothing herein contained shall be deemed a waiver of any rights that the Carrier may have against a pre-carrier or on-carrier or Subcontractor for indemnity or otherwise

6. NOTICE OF CLAIM AND TIME BAR

(1) Unless notice of loss or damage is given in writing to the Carrier's agent at the Port of Discharge or Place of Delivery before or on the date of delivery of the Goods, or if loss or damage is not apparent, within 15 consecutive days thereafter such delivery shall be prima facie evidence of the delivery of the Goods by the Carrier and/or on carrier in the order and condition as entered in this Bill of Lading

(2) The Carrier, its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought within one year after the delivery of the Goods or the date when the Goods should have been delivered

7. LOSS OR DAMAGE

(1) The Terms and Conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the carriage of the Goods not only during the carriage, but also during the period prior to and/or subsequent to the carriage. The exemptions from liability, defenses and limitations of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay, howsoever occurring and whether the action be founded in contract or in tort and even if the loss, damage or delay arose as a result of unseaworthiness, negligence or fundamental breach of contract. Save as is otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage or loss of profits

(2) The Carrier does not undertake that the Goods will be transported from or loaded at the place of receipt or loading or sail arrive at the place of discharge destination or transshipment aboard any particular vessel or other conveyance at any particular date or time or to meet any particular market or in time for any particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed. If the Carrier has first exercised reasonable diligence, the Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay

(3) 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 national law(s) and/or international convention(s) applicable thereto. If the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that it shall be deemed that the loss or damage occurred aboard the Carrier's Vessel, in either case Clause 8(2) and 8 shall apply

8. LIMITATION OF LIABILITY

(1) Subject always to the Carrier's right to limit liability as provided for herein, if 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 value of the Goods plus freight and insurance if paid. The value of the Goods shall be determined by the lowest price with reference to the commercial invoice, customs declaration, any preceding market price list, the place and time they are delivered or should have been delivered, production price or the reasonable value of goods of the same kind and/or quality

(2) Save as is provided in clause 8(3)

(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 666.67 SDR per package or other shipping unit or 2 SDR per kilogramme of the gross weight of the Goods lost or damaged, whichever is the higher unless Clause 8(2)(b) applies

(b) where carriage includes 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. COGSA, as provided for in Clause 27(1) 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 USD 500 per package or when the Goods are not shipped in packages, USD 500 per customary freight unit. In any event, the Carrier's limitations of liability in respect of inland loss or damage shall be no higher than that of the underlying 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 shipment and inserted in this Bill of Lading in the box of "Declared Cargo Value" and the Merchant has paid additional freight on such declared value. This declaration 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 become liable for any loss or damage to or in connection with Goods if the nature or value thereof has been misstated by the Merchant in this Bill of Lading

(4) 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 this Bill of Lading 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 such article 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 Carrier, such article of carriage shall be deemed to be one package or one shipping unit

9. FIRE

The Carrier shall not be liable for any loss of or damage to the Goods occurring at any time, including that before loading or after discharge by reason of any fire whatsoever, unless such fire is caused by the actual fault of the Carrier

10. CARRIER'S CONTAINERS

(1) Goods received in bread, bulk and/or stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or not stuffed by the Carrier, on deck or below deck. All such Goods shall participate in General Average, Salvage charges and/or special charges. The Terms and Conditions of this Bill of Lading, including the applicable laws as provided for in Clause 27 shall apply to Containers carried on deck

(2) If Carrier's Containers and equipment are used by the Merchant for pre-carriage or on-carriage or unpacked at the Merchant's premises, the Merchant is responsible for returning the empty Containers, undamaged, clean and free of smell to the point or place designated by the Carrier, its servants or agents, no later than the time prescribed in the Tariff and/or required by the Carrier. Should a Container not be returned within the aforesaid time, the Merchant shall be liable for any detention, demurrage, loss or expenses which may arise from such non-return

(3) The Merchant shall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Merchant or anyone acting on the Merchant's behalf. The Merchant shall also be liable during such period for any loss of or damage to the property of others or for any injuries or death and the Merchant shall indemnify and hold the Carrier harmless against all damages, including legal expenses, incurred from any and all such claims arising during such periods

11. MERCHANT-STUFFED CONTAINER

(1) If a Container has not been stuffed by or on behalf of the Carrier, the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier if such loss, damage, liability or expense has been caused by

(a) the manner in which the Container has been filled, packed, loaded or stuffed, or

(b) the unsuitability of the Goods for carriage in the Container, or

(c) the unsuitability or defective condition of the Container provided that, if the Container had been supplied by or on behalf of the Carrier, this unsuitability or defective condition could have been apparent upon inspection by the Merchant at or prior to the time when the Container was filled, packed, loaded or stuffed

(2) If a Merchant stuffed Container is delivered by the Carrier with its seal intact, such delivery 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 facie evidence of it being suitable and without defect

12. MERCHANT'S DESCRIPTION

(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant or on its behalf shall not be binding on the Carrier and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has not verified the contents, weight or measurement of a sealed Container and that there is no representation as to the contents of a sealed Container, gas cylinder or box hereunder, nor its weight or measurement, nor the value, quantity, quality, description, condition, marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars

(2) If any particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of the Merchant and for its convenience. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and shall in no way affect the Carrier's liability under this Bill of Lading. The Merchant acknowledges that except as provided for in Clause 8 hereof the value of the Goods is unknown to the Carrier

13. MERCHANT'S RESPONSIBILITY

(1) The parties defined as Merchant in clause 1 hereof shall, where applicable, be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by any of them under this Bill of Lading

(2) The Merchant warrants to the Carrier that the particulars relating to the Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on receipt of this Bill of Lading and that such particulars, and any particulars furnished by or on behalf of the Merchant, are adequate and correct. The Merchant also warrants that the Goods are lawful Goods and are not contraband, illegal or other illegal substances or stowaways, and that the Goods will not cause loss, damage or expense to the Carrier or to any other cargo

(3) The Merchant shall indemnify the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetary nature arising or resulting from any breach of the warranties in Clause 13(2) hereof or from any other cause in connection with the Goods for which the Carrier is not responsible. The Carrier shall have the right to claim standard damages from the Merchant in accordance with its provisions

(4) If the Merchant's description of the Goods in this Bill of Lading or in any document or certificate furnished to the Carrier by or on behalf of the Merchant shall prove to have been inaccurate, incorrect or misleading in any respect, the Merchant shall be liable for all fines, penalties, charges and expenses arising therefrom and any loss and damage suffered by the Carrier

(5) The Merchant shall comply with all regulations or requirements of customs, port and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including the full return Freight for the Goods if not used, or if on-carried, the full Freight from the Port of Discharge or the Place of Delivery nominated herein to the amended Port of Discharge or the amended Place of Delivery) incurred and/or sustained by reason of any failure to so comply or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods, and shall indemnify the Carrier in respect thereof

14. FREIGHT AND CHARGES

(1) All Freight shall be deemed fully, finally and unconditionally earned upon booking of the Goods by the Carrier and shall be paid and non-refundable in any event whatsoever

(2) All Freight and charges shall be 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 Tariff or as agreed otherwise

(4) Payment of Freight and charges to any freight forwarder or broker or anyone other than the Carrier or its authorized agent shall not be considered payment to the Carrier and shall be made at the Merchant's sole risk

(5) The parties defined as Merchant in clause 1 hereof shall, where applicable, be jointly and severally liable to the Carrier for payment of all Freight, demurrage and detention, General Average, Salvage charges and/or special charge, and charges, including but not limited to, court costs, expenses and reasonable attorney's fees incurred in collecting sums due the Carrier failing which shall be considered a default by the Merchant - the payment of all freight and charges

15. INSPECTION OF THE GOODS

The Carrier and/or any person to whom the Carrier has subcontracted the carriage or any portion as entitled by the Carrier shall be entitled but under no obligation, to open any Container or the bags at any time and to inspect the Goods. If, by order of the Authorities at any place, examination must be opened to inspect how the Carrier shall not be liable for any loss or damage occurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the cost of such opening, repacking, inspection and repacking from the Merchant

16. CARRIAGE AFFECTED BY CONDITION OF THE GOODS

If 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 or taking any measures in relation to the Goods or the Container, the Carrier may, without notice to the Merchant, but as its agent only, take any measures and/or incur any additional expense to carry or to continue the carriage, the sell and/or dispose of the Goods, and/or abandon the carriage and/or store them ashore or afloat, under cover or in the open, at any place, which means the Carrier in its absolute discretion considers most appropriate, after which abandonment, storage or disposal thereof shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any additional expense so incurred

17. LIENS

The Carrier 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 Average, Salvage charge, and/or special charges, whether due to the Merchant or third. The Carrier shall also have a lien on the Goods and any documents relating thereto for all sums due by the Merchant to the Carrier under any other contract, whether or not related to this Carriage. The Carrier may exercise such lien at any time and any place, in such manner, whether the contract between the parties is completed or not, and in any event any lien shall extend to cover the cost of exercising any such lien, and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant, whenever it shall consider that the Goods are deteriorating, or whenever the Carrier from its own log from the Merchant the difference between the amount due to the Carrier and the net amount realized by such sale. The Carrier shall account to the Merchant for any surplus. In connection with the Carrier's lien, the Carrier waives any rights

18. DECK CARGO, ANIMALS AND PLANTS

Goods (other than Goods stuffed in Containers) that are stated on the front of this Bill of Lading as contracted to be shipped on deck, and live animals (including fish and birds), plants shipped hereunder shall be carried solely at the risk of the Merchant, and the Carrier shall not be liable for any loss or damage of whatsoever nature arising during carriage by sea whether or not arising out of negligence on the part of the Carrier. The Carrier may be bound to prove that he has fulfilled the special requirements of the Merchant in regard to the carriage. If the Carrier elects to carry the Goods on deck contrary to the terms of this Bill of Lading, he shall nevertheless be entitled to the full benefit of the exemptions and limitations of liability hereof, as if the Goods were carried under deck. The Merchant shall indemnify the Carrier against all loss, damage and expense incurred for any reason whatsoever in connection with the carriage of such Goods as aforesaid, including jettison

19. METHODS AND ROUTES OF CARRIAGE

(1) The Carrier may at any time and without notice to the Merchant:

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

(b) transfer the Goods from one conveyance to another, including transshipment, carrying the same to a destination other than that named in front of this Bill of Lading or by any other means of transport whatsoever;

(c) sail without pilots, proceed to any ports (whether or not the nearest or most direct or customary or advertised route), in any speed and proceed to or remain at any port or place whatsoever (including the Port of Loading) whether proceeded, once or more often and even if such ports or places may be left by the vessel on the outward or homeward journey or from time to time;

(d) load and unload the Goods at any place or port (whether or not any such port is named on the reverse hereof) as the Port of Loading, Port of Discharge and store the Goods at any such port or place;

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

(f) The liberties set out in Clause 19(1) may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any personnel, undergoing repairs and/or dry docking, towing or being towed, assisting other vessels, making trial trips and adjusting instruments.

(g) Anything done or not done in accordance with Clause 19 or any deviation by the Carrier shall not be deemed to be within the scope of the carriage and shall not be a deviation

20. MATTERS AFFECTING PERFORMANCE

If at any time the carriage is or becomes, in the judgment of the Master to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind, whether than the inability of the Goods to be safely or properly carried or carried further and howsoever arising, even though the circumstances giving rise to such matters as stated above existed at the time this contract was entered into, or the Goods were received for shipment, the carrier (whether or not the carriage is commenced) may at its sole discretion and without prior notice to the Merchant:

(1) carry the Goods to the intended Port of Discharge or Place of Delivery as the case may be, or to any other port or place whether in deviation or not and whether such port or place is the same as, different from or more remote than the port or place named in this Bill of Lading or from that 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 sub-Clause then notwithstanding the provisions of Clause 19 hereof, the Carrier shall be entitled to charge such additional freight as the Carrier may determine; or

(2) suspend the carriage of the Goods and store them ashore or afloat, upon the terms and conditions of this Bill of Lading as far as they are applicable, as soon as possible but the Carrier makes no representation as to the reasonable period of suspension. If the Carrier elects to invoke the terms of this sub-Clause then the Carrier shall be entitled to the payment of such additional freight as the Carrier may determine; or

(3) abandon the carriage of the Goods and place the Goods at the Merchant's disposal at any port or place whatsoever which the Carrier may deem safe and convenient whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full freight on the Goods received for shipment and the Merchant shall pay any additional costs of the carriage, and of delivery and storage at such port or place. Where the Carrier elects to use an alternative route under Clause 20(1) or to suspend the carriage under Clause 20(2), same shall not prejudice its rights subsequently to abandon the carriage

21. DANGEROUS GOODS

At the time of shipping of such which are or which may become of a dangerous, noxious, hazardous, flammable or damaging nature (including radioactive matter) or which are or may become liable to cause damage or loss of any person or any movable or property (whether when ashore or afloat) and any officials or unofficial, internal or external, national or local, connected with, or having or liable to have the power to impose a lien on the carriage during the course of such Goods, have been notified distinctly marked and labeled and notify the Carrier in writing of their proper identification and the precautions to be taken. If the Merchant fails to do so, or the Carrier notifies the Carrier or the Master of the Carrier the Goods are or are liable to become of a dangerous, noxious, hazardous, flammable or damaging nature, they may at any time or place be unloaded, destroyed, abandoned and rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to freight. The Merchant shall indemnify, hold harmless and defend the Carrier, its servants, agents and Subcontractors and any third party, from and against all claims, actions, loss, damage, delay, particular or any and every death, injury and or penalties and all reasonable legal expenses, howsoever arising from or in connection with the shipment of the Goods, the vessel, any other cargo or property whether on board or ashore whether or not the Merchant was aware of the nature of such Goods. The Merchant hereby indemnifies the Carrier against any loss of or damage to the Goods or any other property, or any claim against the Carrier, if the Merchant has failed to comply with the provisions of this clause, and undertakes to hold the Carrier harmless in respect of any such loss or damage. The Carrier shall not be liable for any loss of or damage to the Goods howsoever arising. The Merchant shall be responsible for the operation and maintenance of the Carrier's Container while it is in the Merchant's custody, or the custody of anyone acting on the Merchant's behalf

(1) If a suggested temperature is marked on the front of this Bill of Lading, the Merchant shall declare the Goods to the Carrier at the noted temperature prior to the Goods being loaded into the Container. The Carrier shall not be liable for any loss of or damage to the Goods unless the Carrier has been given such declaration prior to the Goods being loaded into the Container and has confirmed in writing that it has accepted the Goods for carriage at the noted temperature. The Carrier shall not be liable for the consequences of delivering the Goods at temperatures other than the temperature declared and accepted.

(2) The Carrier does not warrant that the Container be properly ventilated, refrigerated or heated throughout the carriage and shall not be liable for any loss of or damage to the Goods arising from any latent defect, any total or partial failure or breakdown or stoppage of the refrigerating machinery, insulation and/or any apparatus of the Container Vessel howsoever and any other facilities provided that the Carrier shall not be in breach of its obligation to exercise due diligence to maintain the refrigerated Container in an efficient state

(3) A copy of the Merchant's own Container's set of emergency set and an operator manual shall be supplied by the Merchant

23. NOTIFICATION AND DELIVERY

(1) Any mention hereof of person to be notified of the arrival of the Goods is made for information of the Carrier and failure to give such notification shall not give rise to any liability whatsoever on the part of the Carrier or relieve the Merchant of any obligation hereunder

(2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as required by the Carrier

(3) If the Merchant fails to take delivery of the Goods during a reasonable time or whereupon in the opinion of the Carrier the Goods are likely to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value, the Carrier may at its discretion and without prejudice to any rights which he may have against the Merchant without notice and without any responsibility whatsoever attaching to him, land or cause to be landed the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale or realization of the same due to the Carrier on the Merchant. The aforesaid unstuffing shall constitute due delivery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods thereof shall cease

(4) Where the Carrier is obliged to hand over the Goods to, or send into the custody of a port authority or any other Authority at the Port of Discharge or Place of Delivery pursuant to any applicable law or regulation relating to the delivery of production of Bills of Lading by the Merchant, any delivery by the Carrier or any regulation and or practice such hand over shall constitute due delivery to the Merchant under this Bill of Lading and there upon the liability of the Carrier in respect of the Goods shall cease

(5) Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this clause, notwithstanding its having been notified of the availability of the Goods for delivery, shall constitute an irrevocable waiver by the Merchant to the Carrier of all and any claims whatsoever relating to the Goods or the Carriage. The Merchant shall be liable for any losses, demurrage, expenses and liabilities incurred and/or suffered by the Carrier arising from such refusal, including but not limited to the return of the Goods to their place of origin

24. GENERAL AVERAGE AND SALVAGE

(1) General Average shall be adjusted, stated and settled at any port or place at the Carrier's option according to the York Antwerp Rules 1994 except that Rule XI thereof and as to matters not provided for by the York Antwerp Rules 1994, according to the laws and usages in force at the time and place of adjustment. Any cash deposits collected under such General Average or salvage not operated by the Carrier shall be adjusted according to the requirements of the operator of that vessel. The Merchant shall give such cash deposits when called upon by the Carrier, and such deposits may be remitted to the average adjusters appointed by the Carrier. The Carrier shall not be responsible for the safety of the Goods during the time they may be in craft or lighters, and the Merchant shall be liable for any damage to the Goods occurring during such time. The Merchant shall pay all charges in connection with the Goods, such as, but not limited to, dock charges, wharfage, landing, storage, lighterage, forwarding and any and all other charges incurred in respect of the Goods before and after the Carriage, whether prepaid or not, and shall indemnify the Carrier against all such charges

(2) Salvage shall be for the benefit of the Carrier, its servants and agents and any vessel or vessels rendering assistance, and the Merchant shall indemnify the Carrier against all claims for salvage in respect of the Goods

25. BOTH TO BLAME COLLISION

The Both to Blame Collision Clause currently published by the Baltic and International Maritime Conference is deemed to be incorporated herein as part of this Bill of Lading

26. NON-VESSEL-OPERATING COMMON CARRIERS

If this Bill of Lading is accepted by a Non-Vessel-operating Common Carrier ("NVOCC"), such NVOCC is solely responsible for the performance of the contract of carriage with third parties. Neither Hanjin Shipping nor any vessel that the NVOCC books cargo on shall be liable in respect of the NVOCC's failure to perform such obligations. The NVOCC shall incorporate the terms of this Bill of Lading, the Rules, further amendments to the Rules, the Carrier's standard agents and clauses in its contracts against all consequences of its failure to do so

27. LAW AND JURISDICTION

1. Except as provided in Clause 27.2 below, all claims against the Carrier must be brought and heard exclusively in the Singapore High Court, unless provided elsewhere in this Bill of Lading (see, if singapore shall apply to such claims).

2. Where the shipment covered by this Bill of Lading is to or from the United States of America, including its territories and possessions, or where any dispute arising hereunder is to be sued and heard and decided in the courts of the United States, such court for the exclusive jurisdiction of which to hear and determine any claim or matter arising hereunder shall be completed to hear and determine any claim or matter arising hereunder. Except as otherwise provided in this Bill of Lading, the Carriage of Goods by Sea Act 1936 shall apply to such claims. Where U.S. COGSA applies, then the provisions stated in said Act has effect during carriage of the Goods before loading or the vessel at the port of loading and following discharge from the vessel at the port of discharge and throughout the time that the Goods are in the Carrier's possession, custody or control.

3. (1) This Law and Jurisdiction Clause is intended solely for the Carrier's benefit and may be unilaterally waived by the Carrier at any time before such proceedings are commenced. The Carrier shall be entitled at its sole option to pursue any claim against the Merchant in the courts of any jurisdiction over any or sole form of competent court in the Place of Receipt, the Port of Loading, the Port of Discharge, the Place of Delivery, any other place connected to the carriage or where the Merchant has a place of business or has assets.

28. VARIATION OF THE CONTRACT

No servant, agent or sub-contractor of the Carrier shall have the power to waive any terms and conditions of this Bill of Lading unless such waiver is expressed in writing and is given by a duly authorized agent or approved in writing by the Carrier

29. NEW JASON CLAUSE

In the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whether due to negligence or not, for which or for the consequences of which the Carrier is not responsible by statute, contract or otherwise, the Merchant shall contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and the Merchant shall pay salvage and special charges incurred in respect of the Goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers.

The following clauses are applicable only when document used as a Sea Waybill

30. Delivery will be made to the consignee or to a person or representative upon presentation of a delivery instruction from the consignee or identification of such person to the Carrier in its sole and absolute discretion without the need of producing or surrendering a copy of this Sea Waybill

31. Except as provided 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 applicable combined transport Bill of Lading (clause 1 to 29 above) of which may be obtained from the Carrier and its agents. The Merchant accepts all such terms and conditions including but not limited to the law package and other limitations of liability, jurisdiction, agreement or terms and conditions governing the carriage of the Goods as if such terms and conditions were contained in a signed Bill of Lading. Such undertaking by the Merchant is given on behalf of the Merchant and each person who has any interest in the Goods at any relevant time or who has had any interest in the Goods and has authority to do so

32. The Consignee or the Merchant entitled to the Goods by presenting this Sea Waybill and/or requesting delivery of the Goods shall undertake all liabilities of the Shipper under this Sea Waybill and the Carrier's current Combined Transport Bill of Lading. Such undertaking by the Consignee shall be given upon the Shipper's own instruction

33. This Sea Waybill is subject to the Uniform Rules for Sea Waybill

34. Upon arrival of the Goods at the port of discharge or place of delivery, the Consignee or Merchant shall upon demand by the Carrier or its agents make all reasonable efforts to change the Sea Waybill to the current Bill of Lading provided that the Carrier shall not be under any duty to request the Consignee or Merchant to change

35. The Goods are subject to a lien over any monies owed to the Carrier in respect of ports and other charges, including but not limited to, the Carrier's right to a lien against any shipment on vessels for any unpaid freight, demurrage and storage. The Carrier may sell the Goods without notice to the Merchant or the Consignee if any monies owed to the Carrier by the Merchant or the Consignee remain unpaid for a period of 90 days from the date of arrival of the Goods at the port of discharge or place of delivery, whether related to the Goods described on this Sea Waybill or not

36. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or its agent at the port of discharge or place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under this Sea Waybill, or if the loss or damage be not apparent, within three consecutive days after such removal, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Sea Waybill or in good order and condition as received from the Shipper

(as amended 2016, ed.)

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

COPY

Vessel: ZHONG HANG 068 Voyage: 070S B/L NO: COAU6463642580

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
NET WEIGHT: 25.0KGS ORIGIN:CHINA				
TOTAL:	1140 BAGS		28614.000KGS	50.0000CBM

OCEAN FREIGHT PREPAID
SHIPPER'S LOAD STOW COUNT AND SEAL
ON CY-CY TERM
DESTINATION OFFICE ADDRESS:
COSCO SHIPPING LINES PAKISTAN (PVT) LTD.
8TH FLOOR, CLIFTON DIAMOND BUILDING,
PLOT NO. 10, BLOCK-4,
CLIFTON KARACHI, PAKISTAN
CS.PAKISTAN@COSCON.COM
PHONE: (92)21-35270800
FAX: 0092-21-35180643

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS
   - Carrier
   - Carriage
   - Bill of Lading
   - Merchant
   - Holder
   - Vessel
   - Subcontractor
   - Goods
   - Package
   - Container
   - Freight
   - U.S. COGSA
   - Terms and Conditions
2. WARRANTY
3. CARRIER'S TARIFF
4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS
5. CARRIER'S RESPONSIBILITY
   - (1) Port to Port Shipment
   - (2) Combined Transport
6. NOTICE OF CLAIM AND TIME BAR
7. LOSS OR DAMAGE
8. LIMITATION OF LIABILITY
9. FIRE
10. CARRIER'S CONTAINERS
11. MERCHANT STUFFED CONTAINER
12. MERCHANT'S DESCRIPTION
13. MERCHANT'S RESPONSIBILITY
14. FREIGHT AND CHARGES
15. INSPECTION OF THE GOODS
16. CARRIAGE AFFECTED BY CONDITION OF THE GOODS
17. LIENS
18. DECK CARGO, ANIMALS AND PLANTS
19. METHODS AND ROUTES OF CARRIAGE
20. MATTERS AFFECTING PERFORMANCE
21. DANGEROUS GOODS
22. SPECIAL REFRIGERATED OR HEATED CONTAINERS
23. NOTIFICATION AND DELIVERY
24. GENERAL AVERAGE AND SALVAGE
25. BOTH TO BLAME COLLISION
26. NON-VESSEL OPERATING COMMON CARRIERS
27. LAW AND JURISDICTION
28. VARIATION OF THE CONTRACT
29. NEW JASON CLAUSE

The following clauses are applicable only when document used as a Sea Waybill

30.
31.
32.
33.
34.
35.
36.

CNT25

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

COPY

Tel: +65 68128288
E-Business: elines.coscoshipping.com

PORT TO PORT OR COMBINED TRANSPORT BILL OF LADING

1. Shipper Insert Name Address and Phone/Fax GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD ADD: DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY, GUANGXI, CHINA*	Booking No. 6463642580 / Bill of Lading No. COAU6463642580 Export References
2. Consignee Insert Name Address and Phone/Fax M/S MUHAMMAD SHAUKAT & BROTHERS ADD: FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11 MARKET QUARTER KARACHI, PAKISTAN. NTN: 2144491-9**	Forwarding Agent and References FMC/CHB No Point and Country of Origin
3. Notify Party Insert Name Address and Phone/Fax (It is agreed that no responsibility shall attach to the Carrier or his agents for failure to notify) SAME AS CONSIGNEE	Also Notify Party-routing & Instructions
4. Combined Transport * Pre-Carriage by	5. Combined Transport * Place of Receipt WUZHOU, CHINA
6. Ocean Vessel Voy. No. ZHONG HANG 068 070S	7. Port of Loading WUZHOU, CHINA / Service Contract No. / Doc. Form No.
8. Port of Discharge KARACHI, PAKISTAN	9. Combined Transport * Place of Delivery KARACHI, PAKISTAN / Type of Movement: FCL / FCL — CY-CY

Marks & Nos Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods See Clause 21)	Gross Weight	Measurement
CSNU6881770 /NK963435 /	1140 BAGS	/FCL/FCL /40HQ/28614.000KGS	;50.0000CBM	
PRODUCT: CUMIN SEEDS MFG DATE: 07/2026 EXP DATE: 07/2029 NET WEIGHT: 25.0KGS ORIGIN:CHINA PRODUCT: BLACK CARDAMOM MFG DATE: 07/2026 EXP DATE: 07/2029		CUMIN SEEDS HS CODE:090931 BLACK CARDAMOM HS CODE:090831 TOTAL NET WEIGHT:28500KGS **TEL: 0086-18174836868 E-MAIL: 546524254@QQ.COM **TEL: 02132440285 E-MAIL: SHOAIB.PARACHAABC@GMAIL.COM		
	** TO BE CONTINUED ON ATTACHED LIST **			

Declared Cargo Value US$ (See Clause 8.3 on reverse side) | Description of Contents for Shipper's Use Only (Not part of This B/L Contract)

10. Total Number of Containers and/or Packages (in words) Subject to Clause 8 Limitation of Liability: SAY ONE CONTAINER TOTAL

11. Freight & Charges	Revenue Tons	Rate	Per	Amount	Prepaid	Collect	Freight & Charges Payable at / by

Received in external apparent good order and condition unless otherwise stated. The total number of the packages or units, the description of the goods and the weights shown in this Bill of Lading are furnished by the merchants, to which the carrier has no reasonable means and duties of verification. The carrier has issued 3 original Bills of Lading, all of this tenor and date, upon any one of the original Bills of Lading be surrendered and endorsed or signed against the delivery of the shipment, the others shall be void. The merchants agree to be bound by the terms and conditions of this Bill of Lading and sanctions and the Export Control Compliance Terms as if each had personally signed this Bill of Lading. The complete TERMS AND CONDITIONS appearing on the reverse side of this Bill of Lading and the Sanctions and Export Control Compliance Terms are available at https://lines.coscoshipping.com/home/HelpCenter/TermsAndConditions. Demurrage and Detention shall be charged according to the tariff published on the Home page of https://lines.coscoshipping.com. If any ambiguity or query, please search by Demurrage & Detention Tariff Enquiry
*Applicable Only When Document Used as a Combined Transport Bill of Lading

Date of Receipt *

Date Laden on Board 26 AUG 2026

Signed by

1202 Date of Issue 26 AUG 2026 Place of Issue GUANGXI

Signed for the Carrier, NEW GOLDEN SEA SHIPPING PTE. LTD.

TERMS AND CONDITIONS
(Large Print Available on Request)

1 DEFINITIONS
"Carrier" means NEW GOLDEN SEA SHIPPING PTE. LTD.
"Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill of Lading.
"Bill of Lading" means the present document, whether issued as a Bill of Lading or a Sea Waybill and whether issued in paper or electronically.
"Merchant" includes the Consignor, the Shipper, the Receiver, the Consignee, the Owner of the Goods, the Holder or Endorsee of this Bill of Lading, any person having entitled to or claiming the possession of the Goods or this Bill of Lading and anyone acting on behalf of any such person.
"Holder" means any person for the time being in possession of this Bill of Lading or to whom rights of suit and/or liability under this bill of lading have been transferred or vested.
"Vessel" includes the Vessel(s) named in this Bill of Lading or any substitute therefor and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with an ocean or inland carriage.
"Subcontractor" includes owners, managers, operators and charterers of vessels (other than the Carrier), stevedores, terminal, warehouse, depot and groupage operators, road and rail transport operators and any independent contractor employed by the Carrier in the performance of the carriage and any sub-subcontractor thereof. The expression Subcontractor shall include direct and indirect Subcontractors and their respective servants, agents or subcontractors.
"Goods" means the whole or any part of the cargo received from the Merchant and includes any Container not supplied by or on behalf of the Carrier.
"Package" means for limitation purposes the largest unit into which the Goods are packaged or consolidated by the Merchant including any pallet and/or assemblage of cartons for the convenience of the Merchant.
"Container" includes any Container, open top, trailer, transportable tank, flat rack, platform, pallet and any other equipment or device used for or in connection with the transportation of the Goods.
"Freight" includes all charges payable to the Carrier in accordance with the applicable Tariffs and this Bill of Lading.
"U.S. COGSA" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1936.
"Terms and Conditions" means all terms, rights, defenses, provisions, conditions, exceptions, limitations and liberties hereof.

2 INDEMNITY
The Merchant warrants that in agreeing to the Terms and Conditions hereof he is or has the authority to contract on behalf of the person owning or entitled to the possession of the Goods and this Bill of Lading.

3 CARRIER'S TARIFF
The Terms and Conditions of the Carrier's applicable Tariff and other requirements regarding charges are incorporated into this Bill of Lading. Particular attention is drawn to the Terms and Conditions contained therein including but not limited to, free storage time, Container and vehicle demurrage and detention etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or its agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS
(1) The Carrier shall be entitled to sub-contract at any time and on any terms whatsoever the whole or any part of the carriage with any Subcontractor and/or to substitute any other vessel or means of transport for the Vessel including liberty to further sub-contract.
(2) The Merchant agrees that no claim or legal action whatsoever shall be made or brought against any person by whom the carriage is performed or undertaken (including, but not limited to, the Carrier's servants, agents or Subcontractors) other than the Carrier. Should any such claim or legal action nevertheless be made or brought the Merchant undertakes to indemnify the Carrier against all consequences thereof including legal expenses on a full indemnity basis. Without prejudice to the foregoing, every such person or vessel excluding, but not limited to, the Carrier's servants, agents, or Subcontractors as defined in Clause 1 above shall have the benefit of all exemptions, defenses and limitation herein contained as applicable to the Carrier as if contract or tort and if such provisions were expressly contracted for its benefit, and in entering into this contract, the Carrier to the extent of such exemptions, defenses and limitations, does so not only on its behalf but also as an agent and trustee for such person or vessel.

5 CARRIER'S RESPONSIBILITY
(1) Port to Port Shipment if box 4, box 5 and/or box 9 (without any inserted, or the place(s) or port(s) indicated thereon is/are same as the place(s) or port(s) that indicated in box 7 and box 8 on the front of this Bill of Lading, this Bill of Lading is a Port to Port contract. The Carrier shall be responsible for the Goods as Carrier from the time when the Goods are received by the Carrier at the Port of Loading (and the time of delivery thereof at the port of discharge to the Merchant or to the Authority as required by local laws or regulations, whichever occurs earlier.
(2) Combined Transport if box 4, box 5 and/or box 9 are not filled in or not in front of this Bill of Lading and the place(s) or port(s) indicated thereon is/are place(s) or port(s) other than that indicated in box 7 and box 8 and Freight is paid for combined transport this Bill of Lading is a combined transport contract. The Carrier undertakes to arrange or procure the pre-carriage and/or on carriage segments of the combined transport. All claims arising from the combined transport carriage must be filed with the Carrier within 9 months after the delivery of the Goods or the date when the Goods should have been delivered, failing which the Carrier shall be discharged from all liabilities whatsoever in respect of the Goods. If any payment is made by the Carrier to the Merchant in respect of any claim arising from the combined transport carriage, the Carrier shall be automatically subrogated to or given all rights of the Merchant against all others including pre-carrier or on carrier or subcontractor on account of such loss or damage. Nothing herein contained shall be deemed a waiver of any rights that the Carrier may have against a pre carrier or on carrier or Subcontractor for indemnity or otherwise.

6 NOTICE OF CLAIM AND TIME BAR
(1) Unless notice of loss or damage is given in writing to the Carrier's agent at the Port of Discharge or Place of Delivery before or on the date of delivery of the Goods, or if loss or damage is not apparent within 15 consecutive days thereafter, such delivery shall be prima facie evidence of the delivery of the Goods by the Carrier and/or on carrier in the order and condition described in this Bill of Lading.
(2) The Carrier, its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought within one year after the delivery of the Goods or the date when the Goods should have been delivered.

7 LOSS OR DAMAGE
(1) The Terms and Conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the carriage of the Goods not only during the carriage, but also during the period prior to and/or subsequent to the carriage. The exemptions from liability, defenses and limitation of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay howsoever occurring and whether the action be founded in contract or in tort and even if the loss, damage or delay arose as a result of unseaworthiness, negligence or fundamental breach of contract. Save as is otherwise provided herein the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage or loss of profits.
(2) The Carrier does not undertake that the Goods will be transported from or loaded at the place of receipt or loading or any part at the place of discharge, destination or transshipment named any particular vessel or other conveyance at any particular date or time or to reach any particular market or in time for any particular use. Sailing dates are only expected times and may be advanced or delayed if the Carrier shall find it necessary, prudent or convenient. The Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay.
(3) 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 international law(s) and/or international convention(s) applicable thereto. If the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that it shall be deemed that the loss or damage occurred aboard the Carrier's Vessel. In either case clauses 6(2) and 8 shall apply.

8. LIMITATION OF LIABILITY
(1) Subject always to the Carrier's right to limit liability as provided for herein, if 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 value of the Goods plus freight and insurance if paid. The value of the Goods shall be determined by the lowest price with reference to the commercial invoice, customs declaration, any prevailing market price (at the place and time they are delivered or should have been delivered), production price or the reasonable value of goods of the same kind and/or quality.
(2) Save as is provided in clause 8(3)
(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 666.67 SDR per package or other shipping unit or 2 SDR per kilogramme of the gross weight of the Goods lost or damaged, whichever is the higher unless Clause 8(2)(b) applies.
(b) where carriage includes 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. COGSA as provided for in Clause 27(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 USD 500 per package or, when the Goods are not shipped in packages, USD 500 per customary freight unit. In any event the Carrier's limitations of liability in respect of inland loss or damage shall be no higher than that of the underlying 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 due only when, with the consent of the Carrier, the nature and value of the Goods have been declared by the Merchant before shipment and inserted in this Bill of Lading in the box of "Declared Cargo Value" and the Merchant has paid additional Freight on such declared value. This declaration 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 become liable for any loss or damage to or in connection with Goods if the nature or value thereof has been misstated by the Merchant in this Bill of Lading.
(4) Where a container, pallet or similar article of carriage is used to consolidate Goods, the smallest number of packages or other shipping units enumerated on this Bill of Lading 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 such article 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 Carrier such article of carriage shall be deemed to be one package or one shipping unit.

9 FIRE
The Carrier shall not be liable for any loss of or damage to the Goods occurring at any time, including that before loading or after discharge by reason of any fire whatsoever, unless such fire is caused by the actual fault of the Carrier.

10. CARRIER'S CONTAINERS
(1) Goods received in break bulk and be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or not stuffed by the Carrier on deck or below deck. All such Goods shall participate in General Average, Salvage, charges and/or special charges. The Terms and Conditions of this Bill of Lading, including the applicable rates as provided for in Clause 27 shall apply to Containers carried on deck.
(2) If Carrier's Containers and equipment are used by the Merchant for pre-carriage or on-carriage or unpacked at the Merchant's premises, the Merchant is responsible 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 agents, within the time prescribed in the Tariff and/or required by the Carrier. Should a Container not be returned within the aforesaid time, the Merchant shall be liable for any detention, demurrage loss or expenses which may arise from such non return.
(3) The Merchant shall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Merchant or anyone acting on the Merchant's behalf. The Merchant shall also be liable during such period for any loss of or damage to the property of others or for any injuries or death and the Merchant shall indemnify and hold the Carrier harmless against all damages, including legal expenses, incurred from any and all such claims arising during such period.

11. MERCHANT-STUFFED CONTAINER
(1) If a Container has not been stuffed by or on behalf of the Carrier the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier if such loss, damage, liability or expense has been caused by
(a) the manner in which the Container has been filled, packed, loaded or stuffed, or
(b) the unsuitability of the Goods for carriage in the Container, or
(c) the unsuitability or defective condition of the Container, provided that if the Container had been supplied by or on behalf of the Carrier the unsuitability or defective condition could have been apparent upon inspection by the Merchant at or prior to the time when the Container was filled, packed, loaded or stuffed.
(2) If a Merchant stuffed Container is delivered by the Carrier with its seal intact, such delivery 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 facie evidence of its being suitable and without defect.

12 MERCHANT'S DESCRIPTION
(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant, or on its behalf shall not be binding on the Carrier and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to, the use of its freight forwarder that the Carrier has not verified the contents, weight or measurement of a sealed Container and the Carrier makes no representation as to the contents of a sealed Container even if rate or box hereunder nor its weight or measurement nor the value, quantity, quality, description, condition, marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars.
(2) If any particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of the Merchant and for its convenience. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and shall in no way affect the Carrier's liability under this Bill of Lading. The Merchant acknowledges that except as provided for in Clause 8 hereof, the value of the Goods is unknown to the Carrier.

13 MERCHANT'S RESPONSIBILITY
(1) The parties defined as Merchant in clause 1 hereof shall where applicable be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by any of them under this Bill of Lading.
(2) The Merchant warrants to the Carrier that the particulars relating to the Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on receipt of this Bill of Lading and that such particulars and any particulars furnished by or on behalf of the Merchant are adequate and correct. The Merchant also warrants that the Goods are lawful Goods and are not contraband, drugs or other illegal substances or stowaways and that the Goods will not cause loss, damage or expense to the Carrier or to any other cargo.
(3) The Merchant shall indemnify the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetary nature arising or resulting from any breach of the warranties in Clause 13(2) hereof or from any other cause in connection with the Goods for which the Carrier is not responsible. The Carrier shall have the right to collect liquidated damages from the Merchant in accordance with its provisions.
(4) If the Merchant's description of the Goods in this Bill of Lading or in any document or certificate furnished to the Carrier by or on behalf of the Merchant shall prove to have been inaccurate, incorrect or misleading in any respect the Merchant shall be liable for all fines, penalties, charges and expenses arising therefrom and any loss and damage suffered by the Carrier.
(5) The Merchant shall comply with all regulations or requirements of customs, port and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including the full return Freight for the Goods if returned), or if on carried, the full Freight from the Port of Discharge or the Place of Delivery, harm suffered by the Carrier by the aforesaid Port of Discharge or the aforesaid Place of Delivery) incurred and/or sustained by reason of any failure to so comply or by reason of any illegal, incorrect or insufficient marking, numbering, or addressing of the Goods, and shall indemnify the Carrier in respect thereof.

14. FREIGHT AND CHARGES
(1) All Freight shall be deemed fully, finally and unconditionally earned upon booking of the Goods by the Carrier and shall be paid and non-returnable in any event whatsoever.
(2) All Freight and charges shall be 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 consequences concerning the Freight in the applicable Tariff or as agreed otherwise.
(4) Payment of Freight and charges to any freight forwarder or broker or anyone other than the Carrier or its authorized agent shall not be considered payment to the Carrier and shall be made at the Merchant's sole risk.
(5) The parties defined as Merchant in clause 1 hereof shall where applicable, be jointly and severally liable to the Carrier for payment of all freight, demurrage and detention, General Average, Salvage charges and/or special charge, and charges including, but not limited to, court costs, expenses and reasonable attorney's fees incurred in collecting sums due the Carrier failing which shall be considered a default by the Merchant in the payment of Freight and charges.

15 INSPECTION OF THE GOODS
The Carrier and/or any person (which shall include contractual carriage, any person authorized by the aforesaid, be entitled but not be obligation to open any Container, trailer or Package at any time and to inspect the contents and/or weigh and/or measure the Goods. The Merchant shall not be liable for any loss or damage howsoever arising as a result of any opening, unpacking, inspection and repacking. The Merchant shall be entitled to recover the cost of such opening, unpacking, inspection and repacking from the Merchant.

16 CARRIAGE AFFECTED BY CONDITION OF THE GOODS
If 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 or taking any measures in relation to the Goods or the Container, the Carrier may without notice to the Merchant (but as its agent only) take any measures and/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 them ashore or afloat, under cover or in the open, at any place, which the Carrier in its absolute discretion or orders most appropriate which abandonment, storage or disposal shall be deemed to be delivered to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any additional expense so incurred.

17 LIENS
The Carrier 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 Average, Salvage, charges and special charges, contribution and hypothecation due. The Carrier shall have a lien on the Goods and any documents relating thereto, for all sums due by the Merchant to the Carrier under any other contract whether or not related to this carriage. The Carrier may exercise this lien at any time and any place. It is to be at its discretion whether the contractual carriage is completed or not. The lien may extend to cover the full amount, including all sums due and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant. Nothing herein shall prevent the Carrier from recovering from the Merchant the difference between the amount due to the Carrier and the net amount realized by such sale. The Carrier's lien shall survive delivery of the Goods.

18 DECK CARGO, ANIMALS AND PLANTS
Goods (other than Goods stuffed in Containers) that are stated on the front of this Bill of Lading as contracted to be stowed on deck and are so stowed and all live animals, including fish and birds, or plants shipped hereunder shall be carried entirely at the risk of the Merchant and the Carrier shall not be liable for any loss or damage of whatsoever nature arising during carriage by any whether or not arising out of negligence. The part of the Carrier, the Carrier shall be bound to prove that he has fulfilled the care and requirements of the Merchant in regard to the carriage of the live animals and that under the circumstances of the relevant carriage the loss or damage was one or more of the risks inherent therein. The Merchant agrees that all extra expenses and costs incurred during any delay and/or when necessary for the proper and safe carriage of such live animals or plants.

19 METHODS AND ROUTES OF CARRIAGE
1. The Carrier may at any time and at their sole discretion:
(a) use any means of transport or carriage whatsoever;
(b) transfer the Goods from one conveyance to another, including transhipment, even if the same be on the same vessel, other than the vessel named on the front of this Bill of Lading or by any other means of transport whatsoever;
(c) sail with or without pilots, proceed via any route (whether or not the nearest or most direct or customary or advertised), call at any speed and proceed to and stay at any port or place whether or not specified in the Port of Loading Terms prescribed once or more often and in any order in or out of the route or in a contrary direction to or beyond the port of discharge once or more often;
(d) load and unload the Goods at any place or port (whether or not any such port is named on the reverse hereof as the Port of Loading or Port of Discharge) and store the Goods at any such port or place;
(e) 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 a government or authority or having under the terms of the insurance on any conveyance employed by the Carrier the right to give orders or directions.
2. The liberties set out in Clause 19(1) may be exercised by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to, loading or unloading the Goods, bunkering or transhipping any part of the cargo, undergoing repair and/or assistance, loading or taking on board any Passengers or their baggage and/or any mail, animals or cargo.
3. Anything done or not done in accordance with Clause 19 or any delay arising therefrom shall be deemed to be within the scope of the voyage and shall not be a deviation.

20 MATTERS AFFECTING PERFORMANCE
If at any time the carriage is or is likely to be affected by any hindrance risk, delay, difficulty or disadvantage of any kind (other than the inability of the Goods to be safely or properly carried or carried further) and howsoever arising, even though at the time of accepting the Goods or any of the matters as stated above existed or the time for loading was entered into or the Goods were received for or presently, the Carrier (whether or not the carriage is commenced) may at its option and without notice to the Merchant:
(1) carry the Goods to the port of contracted Port of Discharge or Place of Delivery or to any other port or place whether in rotation or not, whether in the Bill of Lading or from that which is customary for Goods consigned to that Port of Discharge or Place of Delivery. If the Carrier elects to invoke the provisions of this sub Clause then notwithstanding the provisions of Clause 19 hereof, the Carrier shall be entitled to charge such additional Freight as the Carrier may determine; or
2. suspend the carriage of the Goods and store them ashore or afloat upon the Terms and Conditions of this Bill of Lading and endeavour to forward them as soon as practicable but the Carrier makes no representation as to the means, manner or port of transportation. If the Carrier elects to invoke the provisions of this sub Clause then the Carrier shall be entitled to the payment of such additional Freight as the Carrier may determine; or
3. abandon the carriage of the Goods and place the Goods at the Merchant's disposal at any port or place whatsoever which shall be deemed to be a delivery of the Goods and which shall constitute the full performance of the Carrier's obligations hereunder. Such delivery may be made notwithstanding the fact that a Bill of Lading has been issued and that some or all of the Goods have been consigned to a named person or to order and without requiring the surrender of any such Bill of Lading. The Carrier shall nevertheless be entitled to full freight on the Goods received for shipment and the Merchant shall pay any additional costs of the carriage to and delivery and storage at such port or place.
Where the Carrier elects to use an alternative route under Clause 20(1) or to suspend the carriage under Clause 20(2), same shall not prejudice its right subsequently to abandon the carriage.

21 DANGEROUS GOODS
At the time of shipping Goods which are or which may become of a dangerous, noxious, hazardous, flammable or damaging nature, including radioactive material or which are or may become liable to cause damage or loss of any person, environment or property whatsoever and whether or not in the form of or in any part of any article or substance, the Merchant shall, in addition to the information required in the Bill of Lading, give notice of such Goods, have the same properly packed distinctly marked and labeled and inform the Carrier in writing of their proper description, nature and the precautions to be taken. Failure the Merchant as to his or his agents' notice to the Carrier or to the opinion of the Carrier the Goods are or are likely to become of a dangerous, noxious, hazardous, flammable or damaging nature, they may at any time or place be unloaded, sent, destroyed, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to freight. The Merchant shall indemnify and hold harmless and defend the Carrier, its servants, agents and sub-contractors and any third party, in connection with, against all claims, losses, damages, liability, fines, and/or penalties and all reasonable legal expenses resulting from such shipment and subsequent handling of the Goods. The Carrier, its servants, agents or subcontractors shall not be liable for any loss or damage to the Goods or to any other property whatsoever arising out of the dangerous, noxious, hazardous, flammable or damaging nature of the Goods.
Notwithstanding the Carrier's knowledge of the nature of the Dangerous Goods and its consent to carry, the Carrier may still have such Goods handled, destroyed or rendered innocuous without compensation when they become an active danger to the vessel, the crew and other persons or property on board or to other goods. However nothing contained in this clause shall deprive the Carrier of any of its rights provided for elsewhere herein.

22 SPECIAL, REFRIGERATED OR HEATED CONTAINERS
(1) Unless the Merchant and the Carrier agree in writing before shipment that specially ventilated, refrigerated or heated Containers will be used for the Goods and such agreement is noted in the front of this Bill of Lading, and the Merchant pays proper and reasonable charges therefor, the use of the particular Container range is at the Carrier's option. If the Carrier, at the Merchant's request and on terms agreed, uses specially ventilated, refrigerated or heated Containers, the Carrier is not an insurer and undertakes only to use reasonable care in the operation and maintenance of the Carrier's Containers while in the Merchant's custody or the custody of anyone acting on the Merchant's behalf.
1. If a suggested temperature is stated on the front of this Bill of Lading, the Merchant shall deliver the Goods to the carrier at the stated temperature plus or minus 2 degrees. The Carrier shall exercise due diligence to maintain the temperature but does not undertake that the temperature will remain constant or be uniform throughout the Container. The Carrier shall not be liable for the consequences of any variation in temperature.
2. If a suggested temperature is stated on the front of this Bill of Lading, the Merchant shall deliver the Goods to the carrier at the stated temperature plus or minus 2 degrees. The Carrier shall exercise due diligence to maintain the temperature but does not undertake that the temperature will remain constant or be uniform throughout the Container. The Carrier shall not be liable for the consequences of any variation in temperature.
(2) Unless the Merchant and the Carrier have agreed in writing before shipment that specially ventilated, refrigerated or heated Containers will be used for the Goods and such agreement is noted in the front of this Bill of Lading, the Merchant undertakes that the Goods will be packed and delivered to the Carrier in such manner as will withstand the ordinary incidents of the transportation, having regard to the nature of the Goods. The Merchant shall not pack the Goods in Containers set by the Merchant and that the temperature of the Goods and the refrigerated Containers has been brought to the required temperature prior before stuffing and that the Goods have been properly stowed in the Containers before the receipt thereof by the Carrier. If these requirements are not fully met, the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising. The Merchant shall be responsible for the operation and maintenance of the Carrier's Containers while in the Merchant's custody or the custody of anyone acting on the Merchant's behalf.
1. If a suggested temperature is stated on the front of this Bill of Lading, the Merchant shall deliver the Goods to the carrier at the stated temperature plus or minus 2 degrees. The Carrier shall exercise due diligence to maintain the temperature but does not undertake that the temperature will remain constant or be uniform throughout the Container. The Carrier shall not be liable for the consequences of any variation in temperature.
2. If a suggested temperature is stated on the front of this Bill of Lading, the Merchant shall deliver the Goods to the carrier at the stated temperature plus or minus 2 degrees. The Carrier shall exercise due diligence to maintain the temperature but does not undertake that the temperature will remain constant or be uniform throughout the Container. The Carrier shall not be liable for the consequences of any variation in temperature.
(3) In the case of a refrigerated Container stuffed by or on behalf of the Merchant, the Merchant undertakes that it has instructed the Carrier as to the correct temperature range to which the Container is to be set and that the temperature of the Goods and the refrigerated Container has been brought to the required temperature prior before stuffing and that the Goods have been properly stowed in the Container before the receipt thereof by the Carrier. If these requirements are not fully met, the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising. The Merchant shall be responsible for the operation and maintenance of the Carrier's Containers while in the Merchant's custody or the custody of anyone acting on the Merchant's behalf.
1. If a suggested temperature is stated on the front of this Bill of Lading, the Merchant shall deliver the Goods to the carrier at the stated temperature plus or minus 2 degrees. The Carrier shall exercise due diligence to maintain the temperature but does not undertake that the temperature will remain constant or be uniform throughout the Container. The Carrier shall not be liable for the consequences of any variation in temperature.
2. If a suggested temperature is stated on the front of this Bill of Lading, the Merchant shall deliver the Goods to the carrier at the stated temperature plus or minus 2 degrees. The Carrier shall exercise due diligence to maintain the temperature but does not undertake that the temperature will remain constant or be uniform throughout the Container. The Carrier shall not be liable for the consequences of any variation in temperature.
(4) The Carrier does not warrant that the Container be properly ventilated, refrigerated or heated throughout the carriage, nor shall the Carrier be liable for any loss of or damage to the Goods as long from any latent defects, any total or part failure or breakdown or stoppage of the refrigeration machinery, plant insulation and/or any apparatus of the Container, vessel, conveyance and any other facilities, provided that the carrier shall before and at the beginning of the carriage exercise due diligence to maintain the refrigerated Container in an efficient state.
Such case of the Merchant's own Container, a set of emergency kit and an operation manual shall be supplied by the Merchant.

23 NOTIFICATION AND DELIVERY
(1) Any mention hereof of any notice to be given and failure to give such notice shall not affect the liability of the Carrier and failure to give such notice shall not give rise to any liability on the part of the Carrier or relieve the Merchant of any obligation hereunder.
2. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as required by the Carrier.
(1) If the Merchant fails to take delivery of the Goods during a reasonable time or whereupon the opinion of the Carrier the Goods are likely to become dangerous or incur charges whether for storage or otherwise howsoever, the Carrier may at its discretion, without prejudice to any rights which he may have against the Merchant, without notice and without any responsibility whatsoever attaching to him, unstuff, sell, destroy or dispose of the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant. The aforesaid unstuffing shall constitute due delivery hereunder and the Carrier shall be relieved of all liability whatsoever of the Carrier in respect of the Goods thereupon.
(2) Where the Carrier is unable to deliver the Goods as aforesaid by reason of the refusal of the port authorities or any other Authorities at the Port of Discharge or Place of Delivery and the Goods are delivered by the same to the Merchant without the entry of production of this Bill of Lading by the Merchant or his agent or by the local law, regulation and/or practice such hand over shall constitute due delivery to the Merchant under this Bill of Lading and there upon the liability of the Carrier in respect of the Goods shall cease.
(3) Delivery by the Merchant to take delivery of the Goods in accordance with the terms of this Clause shall, including if having been notified of the desirability of the Goods for delivery, shall constitute an irrevocable waiver by the Merchant to the Carrier of all and any claim whatsoever relating to the Goods or the Carriage. The Merchant shall be liable for any vessel, damages, expenses and liabilities incurred and sustained by the Carrier as a result of the Merchant failure in accepting delivery and/or in the return of the Goods to their place of origin.

24. GENERAL AVERAGE AND SALVAGE
(1) General Average shall be adjusted, stated and settled at any port or place at the Carrier's option according to the York Antwerp Rules 1994 except Rule XII thereof and as to matters not provided for by the York Antwerp Rules, 1994 according to the laws and usages in London. Any General Average declared under any General Average on a Vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that vessel. The Merchant shall give such cash deposit or other security as the Carrier may deem sufficient to cover the estimated General Average contribution of the Goods and any salvage and special charges thereon before delivery.
2. In the event of the Master conducting that salvage services are rendered the Merchant agrees that the Master has authority to bind and pledge the Goods as security and that the Carrier may act on its behalf to settle salvage remuneration. The Merchant and the Goods are jointly and severally liable to the Carrier without affecting the liabilities of the vessel after the salvage facing when the Merchant shall be liable for any loss arising therefrom and sustained by the Carrier.

25. BOTH-TO-BLAME COLLISION
The Both to Blame Collision Clause, currently published by the Baltic and International Maritime Conference is deemed to be incorporated into this Bill of Lading.

26 NON-VESSEL-OPERATING COMMON CARRIERS
If this Bill of Lading is accepted by a Non-Vessel-Operating-Common-Carrier ("NVOCC") with whom the Carrier may have entered into a contract, or Carriage of Goods by Sea Tariff, the NVOCC hereby warrants that the contract concluded by him in respect of the Goods, subject to this Bill of Lading shall incorporate the Terms and Conditions of this Bill of Lading. The NVOCC further warrants to indemnify the Carrier, its servants, agents and Subcontractors against all consequences of its failure to do so.

27 LAW AND JURISDICTION
(1) Except as provided in Clause 27(2) below, all claims against the Carrier must be brought and heard exclusively in the Singapore High Court. Except as provided elsewhere herein, Bill of Lading Terms of Singapore shall apply to such claims.
(2) Where the shipment covered by this Bill of Lading is to or from the United States of America, including its territories and possessions, or is subject to any hereunder, or where the Merchants and/or Carrier are subject to the jurisdiction of the United States courts in respect of the subject matter of any dispute, claim or complaint against the Carrier, whether in contract or tort, then the United States law, including the Carriage of Goods by Sea Act 1936, shall apply to such claims, where U.S. COGSA applies, then the provisions stated in said Act shall be governed during carriage of the Goods before loading on the vessel, at the port of loading and for any discharge from the vessel at the port of discharge, and throughout the time that the Goods are in the Carrier's possession, custody or control.
(3) This Law and Jurisdiction Clause is intended solely for the Carrier's benefit and may be or be ultimately waived by the Carrier in whole or in part before or after proceedings are commenced. The Carrier shall be entitled, at its sole option, to pursue any claim against the Merchant in the courts of any agreed above or in any jurisdiction of competent court in the Place of Receipt, the Port of Loading, the Port of Discharge, the Place of Delivery or any other place in which the Carrier or where the Merchant has a place of business or has assets.

28 VARIATION OF THE CONTRACT
No servant, agent or subcontractor of the Carrier shall have the power to waive or vary any terms and condition of this Bill of Lading unless such waiver or variation is in writing and specifically authorized or approved in writing by the Carrier.

29 NEW JASON CLAUSE
In the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequences of which the Carrier is not responsible by statute, contract or otherwise, the Merchant shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and that due salvage and special charges incurred in respect of the Goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving ship belonged to strangers.
The following clauses are applicable only when document used as a Sea Waybill

30 Delivery shall be made to the Consignee or to its authorized representative upon presentation of a delivery receipt and other evidence requested by the Carrier which is satisfactory to the Carrier in its sole and absolute discretion without the need of producing or surrendering a copy of Sea Waybill.

31 Except as provided 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 current Combined Transport Bill of Lading Clauses 1 to 29, a copy of which may be obtained from the Carrier and its agents. The Shipper expressly accepts and agrees to such terms and conditions including but not limited to the pre-carriage and other limitations of liability contained therein, as if he had signed the same and the Carrier and the Consignee and warrants that he has authority to do so.

32 The Consignee or other receiver of the Goods, by presenting this Sea Waybill and/or requesting delivery of the Goods, shall become subject to the terms of the Shipper under this Sea Waybill and the Carrier's current Combined Transport Bill of Lading, such undertaking being additional to and without prejudice to the Shipper's own liability.

33 This Sea Waybill is subject to the CMI Uniform Rules for Sea Waybill.

34 Upon written request of the Shipper prior to arrival of the carrying vessel at the Port of Discharge or Place of Delivery, the Carrier shall use reasonable efforts to change the Sea Waybill to the Carrier's Bill of Lading, provided that the Carrier shall not be obliged to do so if it would be subject to any charges or delay.

35 The Goods are subject to the Carrier's normal practices with respect to stowage of particular Goods, as specified in the Carrier's Tariff and Bill of Lading including but not limited to the Carrier's right to stow any Goods in containers or on deck. The Carrier may carry the Goods on deck without notice to the Shipper whether intended to be carried on deck or not and whether this Sea Waybill specifies that the Goods are to be carried on deck or not.

36 Unless instructed to the contrary by the Shipper prior to the commencement of carriage and noted accordingly, the Carrier hereby authorizes the Carrier and its agents to release the Goods upon arrival at the destination without production of this Sea Waybill and without requiring any guarantee or indemnity from the Consignee. Claims settlement, if any, shall be in accordance with the Carrier's normal practice.

(as amended 01.01.2021)

CNT25

新鑫海航运有限公司
NEW GOLDEN SEA SHIPPING PTE. LTD.

COPY

Vessel: ZHONG HANG 068 Voyage: 070S B/L NO: COAU6463642580

Marks & Nos. Container / Seal No	No. of Container or Packages	Description of Goods (If Dangerous Goods, See Clause 21)	Gross Weight	Measurement
NET WEIGHT: 25.0KGS ORIGIN:CHINA				
TOTAL:	1140 BAGS		28614.000KGS	50.0000CBM
OCEAN FREIGHT PREPAID SHIPPER'S LOAD STOW COUNT AND SEAL ON CY-CY TERM DESTINATION OFFICE ADDRESS: COSCO SHIPPING LINES PAKISTAN (PVT) LTD. 8TH FLOOR, CLIFTON DIAMOND BUILDING, PLOT NO. 10, BLOCK-4, CLIFTON KARACHI, PAKISTAN CS.PAKISTAN@COSCON.COM PHONE: (92)21-35270800 FAX: 0092-21-35180643				

TERMS AND CONDITIONS
(Large Print Available on Request)

1. DEFINITIONS

Carrier

Carriage

Bill of Lading

Merchant

Holder

Vessel

Subcontractor

Goods

Package

Container

Freight

U.S. COGSA

Terms and Conditions

2. WARRANTY

3. CARRIER'S TARIFF

4. SUBCONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

5. CARRIER'S RESPONSIBILITY

(1) Port to Port Shipment

(2) Combined Transport

6. NOTICE OF CLAIM AND TIME BAR

7. LOSS OR DAMAGE

8. LIMITATION OF LIABILITY

9. FIRE

10. CARRIER'S CONTAINERS

11. MERCHANT STUFFED CONTAINER

12. MERCHANT'S DESCRIPTION

13. MERCHANT'S RESPONSIBILITY

14. FREIGHT AND CHARGES

15. INSPECTION OF THE GOODS

16. CARRIAGE AFFECTED BY CIRCUMSTANCES

17. LIENS

18. DECK CARGO, ANIMALS AND PLANTS

19. METHODS AND ROUTE OF CARRIAGE

20. MATTERS AFFECTING PERFORMANCE

21. HANDLING UNDER

22. SPECIAL REFRIGERATED OR HEATED CONTAINERS

23. NOTIFICATION AND DELIVERY

24. GENERAL AVERAGE AND SALVAGE

25. BOTH TO BLAME COLLISION

26. NON VESSEL OPERATING COMMON CARRIERS

27. LAW AND JURISDICTION

28. VARIATION OF THE CONTRACT

29. NEW JASON CLAUSE

30

31

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35

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CNT25

证书
CERTIFICATE

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共 页第 页 Page of

编号 No.: 2222

226N72030004038002

ATTACHMENT

发货人名称及地址：
Name and Address of Consignor: GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD. DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

收货人名称及地址：
Name and Address of Consignee: M/S MUHAMMAD SHAUKAT & BROTHERS FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11MARKET QUARTER KARACHI, PAKISTAN.

标记及号码
Mark & No.

PRODUCT:CUMIN SEEDS
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA
PRODUCT:BLACK CARDAMOM
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA

****

中华人民共和国南宁海关 032 THE PEOPLE'S REPUBLIC OF CHINA NANNING CUSTOMS INSPECTION AND QUARANTINE

证日期
Date of Issue 26 Aug.,2026

签 名
Signature

PEOPLE'S REPUBLIC OF CHINA
民共和国
宁海关
082
检疫专用章
AND QUARANTINE

证书
CERTIFICATE

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COPY
共 页第 页 Page of
2 2 2 2
编号 No.:
226N72030004038002

ATTACHMENT

发货人名称及地址：
Name and Address of Consignor: GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD. DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

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标记及号码
Mark & No.
PRODUCT:CUMIN SEEDS
MFG DATE:07/2026
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NET WEIGHT:25.0KGS
ORIGIN:CHINA
PRODUCT:BLACK CARDAMOM
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA

****

NANNING CUSTOMS THE PEOPLE'S REPUBLIC OF CHINA
中华人民共和国
南宁海关
082
检疫检疫专用章
INSPECTION AND QUARANTINE

印 日期
Date of Issue 26 Aug.,2026

签 名
Signature 钟闻枫

中华人民共和国出入境检验检疫
ENTRY-EXIT INSPECTION AND QUARANTINE OF THE PEOPLE'S REPUBLIC OF CHINA

副 本
COPY

植 物 检 疫 证 书
PHYTOSANITARY CERTIFICATE

编号 No.：226N7203000403

发货人名称及地址 Name and Address of Consignor: SEE ATTACHMENT	自：中国 植物保护机构 From: Plant Protection Organization(s) of: CHINA
收货人名称及地址 Name and Address of Consignee: SEE ATTACHMENT	至：巴基斯坦 植物保护机构 To: Plant Protection Organization(s) of: PAKISTAN
品名 Name of Produce: CUMIN SEEDS/BLACK CARDAMOM	植物学名 Botanical Name of Plants: ***
报检数量 Quantity Declared: **900BAGS/**22500KG/**240BAGS/**6000KG	标记及号码 Mark & No.: SEE ATTACHMENT
包装种类及数量 Number and Type of Packages: **900BAGS/**240BAGS	
原产国 Country of Origin: CHINA	目的地国 Country of Final Destination: PAKISTAN
运输工具 Means of Conveyance: BY VESSEL	到达口岸 Port of Destination: KARACHI,PAKISTAN
产地 Place of Origin: WUZHOU,CHINA/WUZHOU,CHINA	检验日期 Date of Inspection: 24 Aug.,2026

兹证明上述植物、植物产品或其他限定物已按照有关官方程序进行检查和/或检验,被认为无输入国或地区规定的检疫性有害生物,因而符合输入国或地区的现行植物检疫要求,包括对限定的非检疫性有害生物的要求。

This is to certify that the plants, plant products or other regulated articles described herein have been inspected and/or tested according to appropriate official procedures and are considered to be free from the quarantine pests specified by the importing country/ region and to conform with the current phytosanitary requirements of the importing country/region, including those for regulated non-quarantine pests.

杀虫和/或灭菌处理 DISINFESTATION AND/OR DISINFECTION TREATMENT

日期 Date: ***	处理方法 Treatment: ***
持续时间及温度 Duration and Temperature: ***	药剂及浓度 Chemical and Concentration: ***
其他情况 Additional Information: ***	

附加声明 Additional Declaration

****

印章 Official Stamp: 南宁海关 082 检验检疫专用章	签证地点 Place of Issue: WUZHOU,CHINA	签证日期 Date of Issue: 26 Aug.,2026
	授权签字人 Authorized Officer: ZHONG WEIZHEN	签名 Signature: 钟伟振

中华人民共和国出入境检验检疫机关及其官员或代表不承担签发本证书的任何财经责任。No financial liability with respect to this certificate shall attach to the entry-exit inspection and quarantine authorities of the P. R. of China or any of its officers or representatives.

BD3355071

中华人民共和国出入境检验检疫
ENTRY-EXIT INSPECTION AND QUARANTINE OF THE PEOPLE'S REPUBLIC OF CHINA

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COPY

植 物 检 疫 证 书
PHYTOSANITARY CERTIFICATE

编号 No.：226N7203000403

发货人名称及地址 Name and Address of Consignor SEE ATTACHMENT	自：中国 植物保护机构 From: Plant Protection Organization(s) of CHINA
收货人名称及地址 Name and Address of Consignee SEE ATTACHMENT	至：巴基斯坦 植物保护机构 To: Plant Protection Organization(s) of PAKISTAN
品名 CUMIN SEEDS/BLACK CARDAMOM Name of Produce	植物学名 Botanical Name of Plants ***
报检数量 **900BAGS/**22500KG/**240BAGS/**6000KG Quantity Declared	标记及号码 Mark & No. SEE ATTACHMENT
包装种类及数量 **900BAGS/**240BAGS Number and Type of Packages	
原产国 Country of Origin CHINA	目的地国 Country of Final Destination PAKISTAN
运输工具 Means of Conveyance BY VESSEL	到达口岸 Port of Destination KARACHI,PAKISTAN
产地 Place of Origin WUZHOU,CHINA/WUZHOU,CHINA	检验日期 Date of Inspection 24 Aug.,2026

兹证明上述植物、植物产品或其他限定物已按照有关官方程序进行检查和/或检验,被认为无输入国或地区规定的检疫性有害生物,因而符合输入国或地区的现行植物检疫要求,包括对限定的非检疫性有害生物的要求。

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杀虫和/或灭菌处理 DISINFESTATION AND/OR DISINFECTION TREATMENT

日期 Date ***	处理方法 Treatment ***
持续时间及温度 Duration and Temperature ***	药剂及浓度 Chemical and Concentration ***
其他情况 Additional Information ***	

附加声明 Additional Declaration

****

印章 Official Stamp 中华人民共和国 南宁海关 082 检验检疫专用章 NANNING CUSTOMS THE PEOPLE'S REPUBLIC OF CHINA INSPECTION AND QUARANTINE	签证地点 Place of Issue WUZHOU,CHINA	签证日期 Date of Issue 26 Aug.,2026
	授权签字人 Authorized Officer ZHONG WEIZHEN	签名 Signature 钟国桢

中华人民共和国出入境检验检疫机关及其官员或代表不承担签发本证书的任何财经责任。No financial liability with respect to this certificate shall attach to the entry-exit inspection and quarantine authorities of the P. R. of China or to any of its officers or representatives.

[c5-1(2023.3.9) * 1]

BD3355071

证书
CERTIFICATE

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共 2 页第 2 页 Page 2 of 2

编号 No.: 226N72030004038001

ATTACHMENT

标记及号码
Mark & No.

PRODUCT:CUMIN SEEDS
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA
PRODUCT:BLACK CARDAMOM
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA

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证书
CERTIFICATE

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共 2 页第 2 页 Page 2 of 2

编号 No.: 226N7203000403800l

ATTACHMENT

标记及号码
Mark & No.

PRODUCT:CUMIN SEEDS
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA
PRODUCT:BLACK CARDAMOM
MFG DATE:07/2026
EXP DATE:07/2029
NET WEIGHT:25.0KGS
ORIGIN:CHINA

****

中华人民共和国出入境检验检疫
ENTRY-EXIT INSPECTION AND QUARANTINE OF THE PEOPLE'S REPUBLIC OF CHINA

副 本
COPY

编号 No.：226N720300040

健 康 证 书
HEALTH CERTIFICATE

发货人名称及地址
Name and Address of Consignor GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD. DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

收货人名称及地址
Name and Address of Consignee M/S MUHAMMAD SHAUKAT & BROTHERS FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11MARKET QUARTER KARACHI, PAKISTAN.

品名
Description of Goods CUMIN SEEDS/BLACK CARDAMOM

加工种类或状态 State or Type of Processing ***	标记及号码 Mark & No. SEE ATTACHMENT
报检数量/重量 Quantity/Weight Declared **900BAGS/**22500KG/**240BAGS/**600 0KG	
包装种类及数量 Number and Type of Packages **900BAGS/**240BAGS	
贮藏和运输温度 Temperature during Storage and Transport ***	

加工厂名称、地址及编号(如果适用)
Name, Address and approval No. of the approved Establishment (if applicable) (91450422MAE4L8AP0W)

启运地 Place of Despatch WUZHOU,CHINA	到达国家及地点 Country and Place of Destination PAKISTAN
运输工具 Means of Conveyance BY VESSEL	发货日期 Date of Despatch ***

RESULTS OF INSPECTION:

THIS LOT OF PRODUCTS HAS BEEN PROCESSED IN A SANITARY MANNER AND IS FIT FOR HUMAN CONSUMPTION.

****

中华人民共和国南宁海关 082

Place of Issue WUZHOU,CHINA 签证日期Date of Issue 26 Aug..2026

Official 签字人Authorized Officer ZHONG WEIZHEN 签名Signature

中华人民共和国出入境检验检疫机关及其官员或代表不承担签发本证书的任何财经责任。No financial liability with respect to this certificate shall attach to the entry-exit inspection and quarantine authorities of the P. R. of China or to any of its officers or representatives.

[c2-2(2018.4.20) * 1]

BB0108095

中华人民共和国出入境检验检疫
ENTRY-EXIT INSPECTION AND QUARANTINE OF THE PEOPLE'S REPUBLIC OF CHINA

副 本
COPY

共2页，第1页Page

编号 No.: 226N72030004(8101

健 康 证 书
HEALTH CERTIFICATE

发货人名称及地址
Name and Address of Consignor GUANGXI LANGRI INTERNATIONAL TRADE CO., LTD. DAZHU GROUP, TIANXIN VILLAGE, GULONG TOWN, TENG COUNTRY, WUZHOU CITY ,GUANGXI, CHINA

收货人名称及地址
Name and Address of Consignee M/S MUHAMMAD SHAUKAT & BROTHERS FLAT# 1, IST FLOOR QASAR-E-ZAIBA MR-4/11MARKET QUARTER KARACHI, PAKISTAN.

品名
Description of Goods CUMIN SEEDS/BLACK CARDAMOM

加工种类或状态
State or Type of Processing ***

报检数量/重量
Quantity/Weight Declared **900BAGS/**22500KG/**240BAGS/**6000KG

包装种类及数量
Number and Type of Packages **900BAGS/**240BAGS

贮藏和运输温度
Temperature during Storage and Transport ***

标记及号码
Mark & No.
SEE ATTACHMENT

加工厂名称、地址及编号(如果适用)
Name, Address and approval No. of the approved Establishment (if applicable) (91450422MAE4L8AP0W)

启运地
Place of Despatch WUZHOU,CHINA

到达国家及地点
Country and Place of Destination PAKISTAN

运输工具
Means of Conveyance BY VESSEL

发货日期
Date of Despatch ***

RESULTS OF INSPECTION:

THIS LOT OF PRODUCTS HAS BEEN PROCESSED IN A SANITARY MANNER AND IS FIT FOR HUMAN CONSUMPTION.

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NANNING CUSTOMS THE PEOPLE'S REPUBLIC OF CHINA 中华人民共和国 南宁海关 082 检验检疫专用章 INSPECTION AND QUARANTINE

签证地点Place of Issue WUZHOU,CHINA 签证日期Date of Issue 26 Aug.,2026

签字人Authorized Officer ZHONG WEIZHEN 签 名Signature 斜闻桢

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