LOS ANGELES AREA	CERTIFICATE OF ORIGIN ORIGINAL					
CHAMBER OF COMMERCE	TO VALIDATE, GO TO Certificate Number : LA-COO-53120-6718e8b1323d1 VERIFY.FTGS.US Date : October 23, 2024					
Seller (Exporter) Solisca 7300 Caverna Dr	Transport Ty Vessel	pe		Port of Loading Hong Kong (Hong Kong)		
Los Angeles CA USA	Destination Country Taiwan Export Date 2024-10-19 Import Permit Number		Destination F Keelung	Destination Port Keelung Exporting Carrier KANWAY GLOBAL 2441N Bill of Lading / AWB LGHK2410028		
Consignee						
OTS Partners Ltd. Dunhua South Road, Section 2, No. 98, 2FL, Taipei City, 106 Taiwan			Bill of Lading LGHK24100			
	Owner or Age Synergy Dis	ent stribution Limited		Forwarding Agent Lead Global Logistics Limited		
Buyer (Importer)	Remarks					
Description (May include notes on Quantity, Item Number, Marks and Numbers,	Kind of Package	es.)	Weight	Country of Origin		
Solisca Tequila Reposado Cristalino 750ml / 40% ABV			650.460	Mexico		
end of products						
CERTIFICAT Accredited Ch	AMBER OA COATRINE COATRINE REOFORIGIN Mamber US2100201	 The above-mentioned goods origi origin applicable in the country(les -The information in this certificate Commerce ("LAACC") is accurate, t -The Applicant undertakes to advis Certificate (or to whom the Certific of any inaccuracy, omission or cha -The Applicant will maintain, and p truth, accuracy and completeness -In consideration for the LAACC's is 	inate in the country(ies) speci) to those goods. and in any documents provid- true and complete. se LAACC and any other perso ate is provided to with the kn inge in such information, or in resent upon request, such do of this certificate and accom ssuance of this Certificate, th bility in connection with the is	cumentation as is necessary to verify the panying documents. e Applicant agrees to release, discharge and suance of this certificate and to indemnify CC in connection herewith.		

S	OLISCA				IN	VOICE
		Los Angeles, California 90004 U.S.A			Invoice# S	LA-INV-00100
	nent Terms : Date :	2024.10.15 Net 60 2024.12.14 SO-00001	Shipping Terms Country of Origin	: EXV : Me		
Bill T			Ship To			
Dunh No. 9 Da'ar	Partners Ltd nua South Road, Section 2 8, 2nd Floor n District Gaipei City an		OTS Partners Ltd Dunhua South Roac No. 98, 2nd Floor Da'an District 106 Taipei City Taiwan	l, Section 2		
#	Item & Description			Qty	Rate	Amoun
1	Solisca Tequila Reposado Cr 750ml / 40% ABV	istalino		432 btls	16.00	6,912.0
				Sub Tot		
				Tot Balance Du	al	6,912.00 \$6,912.00 \$6,912.00
Note	5			Tot	al	\$6,912.00
Note Than				Tot	al	\$6,912.00
Than BY Sł FRON TO: k ETA: Term	s Iks for your business. HIP: KANWAY GLOBAL V.24411 M: HONG KONG KEELUNG, TAIWAN OCTOBER 20, 2024 Ins & Conditions unt is in USD	N		Tot	al	\$6,912.00
Than BY SH FROM TO: K ETA: Term	ks for your business. HIP: KANWAY GLOBAL V.24411 M: HONG KONG KEELUNG, TAIWAN OCTOBER 20, 2024 Is & Conditions	N		Tot	al	\$6,912.00
Than BY SH FROM TO: K ETA: Term	ks for your business. HIP: KANWAY GLOBAL V.24411 M: HONG KONG KEELUNG, TAIWAN OCTOBER 20, 2024 Is & Conditions	۷		Tot	ial ie	\$6,912.00 \$6,912.00



Lead Global Logistics Limited

RM 603 6TH FLOOR CHUNG YING BUILDING 20 CONNAUGHT ROAD WEST SHEUNG WAN HONGKONG TEL: +852 37097009

DRAFT BILL OF LADING

SHIPPER / EXPORTER SYNERGY DISTRIBUTION LIMITED		DOCUMENT NO.B/L NO.LGHK2410028LGHK2410028					
30/F VERTICAL SQUARE 28 HEUNG YIP ROAD WONG CHUK HANG		EXPORT REFERENCES BOOKING # LGHK2410028 LGHK2410028					
CONSIGNEE OTS PARTNERS, LTD DUNHUA S. RD, SEC 2, NO.98, 2FL TAIPEI CITY 106, R.O.C.		FORWARDING AGENT REFE	RENCES				
		POINT AND COUNTRY OF ORIGIN					
NOTIFY PARTY OTS PARTNERS, LTD DUNHUA S. RD, SEC 2, NO.98, 2FL TAIPEI CITY 106, R.O.C.		DESTINATION AGENT ORIENTAL VANGUARD LOGISTICS CO., LTD, 3F., NO. 51, HENGYANG RD., ZHONGZHENG DIST., TAIPEI CITY 100504 TAIWAN TEL: 886 2 2536-5115 FAX: 886 2 2536-3108					
PLACE OF RECEIPT							
EXPORTING CARRIER (Vessel) (Flag) KANWAY GLOBAL 2441N	PORT OF LOADING HONG KONG (HONG KONG)	ONWARD INLAND ROUTING					
PORT OF DISCHARGE KEELUNG (TAIWAN)	PLACE OF DELIVERY	FOR TRANSHIPMENT TO					

			PAF	(IICULARS FURNISHED BY SHIPPER		
MARKS AND NUMBERS	NO.OF PKC	-		DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
TLLU2720942 / TSH2479568 / SOLISCA	72 C	ASES	-	O CONTAIN : SE(S) WINES (TEQUILA)	650.460 KGS	2.171 CBM
					ON BOARD (TBC) 10-19-2024 KANWAY GLOBAL 2 HONG KONG	ľ
DOOR/CFS	"FREIGHT COL	LECT"				
ITEM	PREPAID	COL	LECT	THESE COMMODITIES, TECHNOLOGY OR SOFTWARE W		
"FREIGHT AS A	RRANGED"			STATES IN ACCORDANCE WITH THE EXPORT ADMINIST CONTRARY TO U.S LAW PROHIBITED To surrender of the original order bill of lading properly endorsed sh property. Inspection of property covered by this bill of lading will not permission is endoresed on this original bill of lading or given in writ IN WITNESS WHEREOF, THE UNDERSIGNED, SIGNING ON BE SIGNED THREE(3) BILLS OF LADING, ALL OF THE SAME TENO ACCOMPLISHED. THE OTHERS TO STAND VOID. Lead Global Logistics Limited AS AGENT FOR	all be required before th be permitted unles prov ing by the shipper. HALF OF THIS CARRIE R AND DATE, ONE OF R, THE CARRIER,	e delivery of the ided by law or unless R OR AGENT, HAS WHICH BEING
				Ву	DATE	10-19-2024
				ATTENTION OF SHIPPER. The terms and conditions of the shipment is accepted are printed on the back hereof. Note un listed above do not include customs duties, taxes, customs cl transportation charges which are for the account of the cargo	less otherwise specificer and earance charges, and	For the company er which this ed the charges

Combined Transport Bill of Lading

1. (Definitions) When used in this Bill of Lading (A) "Ocean Carrier" means the company stated on the front of the bill of lading, which performs the sea carriage of Goods, and the vessel, her owner, and demise charterer whether any of the preceding particle is staring as ocean carrier, non-vessel operating common carrier, or biller [B) "finland Carrier" means carriers (other than the Ocean Carrier) by land, water or air, participating in combined transport of the Goods, whether acting as carrier or balies (C)" Combined Transport" means carries; (B) "Inland Carrier" (B) "halad Carrier" means carriers (other than the Ocean Carrier) by land, water or air, participating in combined transport of the Goods, whether acting as carrier or bailse. (C) "Combined Transport" means carriage of the Goods much this Bill of Lading from place of receipt from Merchant to place of delivery to Merchant by the Ocean Carrier plus one or more Infand Carriers. (D) "Porto-Port Transportation" means carriage of the Goods and the bindle or this Bill of Lading, E) "Goods" mean the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchant, includes the shipper, consigne, owner, and receiver of the Goods and the bindle or this Bill of Lading, E) "Goods" mean the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchant, include the container(s) savell. (c) "Vescel" includes the self, and the face of this Bill of Lading and any ship, carli, lighter, barge or other means of transport the no second in the face of the Merchant, includes any continger, includes any continger, to possible or the constant of the vessel. (d) "Container" includes any continger, the top container, That rack, platform, trailer, transportable tank, pallet or any other device used for transportation of goods. (I) "Laden on Board" or simular words endeored mer marks that the Goods have been loaded on board the Vessel or are in the custody of the Ocean Carrier, and in the event of Combined Transport if the originating carrier is an landing States" or ULS "means the Limbia Bulls", many the sense, the syntaxy of a participating railroad or other Inland Carrier. () "Subcontractor" includes stevedores, longshormen, Lighters, terminal Bulls", and Bulls and Bulls State's AC and States's Ac Angus

(including, where enacted, the Protocol dated at Brussels, February 23, 1968, Iarown as the Visby Rules), as enacted in the country of shipment or is otherwise compulsorily applicable, the Hague Rules as enacted in the country of destination shall apply. When no such enactment is in force in the country of shipment or in the country of destination, or is otherwise compulsorily applicable, the trans of the Usatty State Stat

decided according to the law of such country. **4. (Limitation of Liability Statutes)** Nothing in this Bill of Lading shall operate to limit or deprive the Oc Carrier of any statutory protection, exemption from, or limitation of liability authorized by the applicable la

statutes, or regulations of any country. 5. (Sub-Contracting: Exemptions and Immunities of Subcontractors) (A) The Ocean Carrier shall be entitled 5. (Sub-Contracting: Exemptions and Immunities of Subcontractors) (A) The Ocean Carrier shall be entitled to subcontract on any terms the whole or part of the handling, storage, or carrier of the Goods and any and all data to subcontract on the Ocean Carrier in relation to he Goods. (B) Merchant warrants that no claim shall be mode against any Subcontractors (a Subcontractor, of Decome Carrier, steppending, and the other and the subcontractor, and Decome Carrier, steppending, and the subcontractor is a discont and the subcontractor is allocations. (B) Merchant warrants that no claim shall be mode against any Subcontractor (as difficient) and Natiole 1.(), or Subcontractor of allocate Carrier against all consequences of such Cains. (C) Without previous the Bill of Lading for the benefit of the Ocean Carrier as if such provisions were expressly for the Subcontractor is allocations. (C) Without previous the Bill of Lading for the benefit of the Ocean Carrier, to the extent of those provisions, does so not only on its own behalf of such Subcontractors.
6. (Route to Transport) (A) The Cooks may, at the Ocean Carrier, subsolute discretion, be carried as a single shipment or as several shipments by the Vessel and/or any other means of transport by land, water, or at and by any route whatscover, whether on rout shar route is the direct, advertised, or customary route, once or more of the discret against at any port or place in or out of the direct, advertised, or customary route, once or more of the discret provide to constant, at the avertise of the observed set shall be more than a direct advertised.

toward the port of discharge to adjust to compasses and other navigational instruments, make trial trips or test dry dock, go to repair yards, shift berths, take on fuel or stores, embark or disembark any person, carr dry dock, go to repair yards, shift berths, take on fuel or stores, embark or disembark any person, carry contraband, explosives, manitions, warlike stores and hazardous cargo, sai with or without plots, tow or be towed, and save or attempt to save life or property. (D) If the Goods in whole or in part are for any reason not carried on the Vessel named in this Bill of Lading, or I foodaing the Goods is delayed or is likely to defain the Vessel, the Vessel may proceed without carrying or loading the Goods in whole or in part, and notice to merchant of such saining is hereby waived. Ocean Carrier's option by any other means of transportation, whether by land, water or air. (E) AI Coean Carrier's option and without notice to Merchant, another they rans of this Bill of Lading the vessel named in this Bill of Lading, whether or not the substitute ship is owned or operated by Ocean Carrier's or arrives or departs, or is schedule to arrive or depart. Jobero or after the Vessel named by this Bill of Lading (F) Any arction taken by the Ocean Carrier's under this Article 6 shall be deemed to be included within the contravent derivation or delay areabiling theoreform that the be considered a deviation. Shade the

or arrive or departs, or its stendulet to arrive or depart, heretor or after the vesset national by this is us of Lading. (f) May acion taken by the Ocean Carrier under this Article of shall be deemed to be included within this contractual carriage and suba tacion, or delay resulting therefrom, shall not be consolidered a deviation. Should the Observed carrier to be thank here increased is sub-this increase. The second state of the definition of the observed taken the observed state of the observed state the observed state of the observed state of the observed of the observed state of the observed state of the observed state of the observed state of the discharge "Loading" shall be deemed to commence with the hooking on the vessel's tackle, or if not using the vessel's tackle, with the receipt of the Goods on each device of the observed state of the observed state of the connoccine of the observed state of the observed state of the observed state of the observed state of the connections. (B) Insofar as this Bill of Lading is used for combined transport of the Goods, include before the connections. (B) Insofar as this Bill of Lading is used for combined transport of the Goods, the responsibility of the Ocean Carrier with respect to the Goods and the State's permanent pipe connections. (B) Insofar as this Bill of Lading is used for combined transport of the Goods, the responsibility of the Ocean Carrier with respect to the Goods and the Dericol Area Bords (Bords) the period when the carrier I has custody of the Goods, and no carrier, either Ocean or Inland, shall be responsible for any loss or dimage caused which the Goods area on its its custody. Any claim for loss of or damage to the Goods, its here the observation of the Goods, its here for loss of damage or delay was caused. (C) If it is established by the Merchank that the Ocean Carrier is responsible for loss of damage to the context infollowing but not further. (I) With respect loss of damage caused during the period from the time when th the sea terminal at the port of discharge, or caused during any previous or subsequent period of carriage by sea or waterways, to the extent prescribed by the applicable Hague Rules as provided in Article 2. (2) Save as indicated waterways, to the extent preserbed by the applicable Hague Rules as provided in Article 2. (2) Save as indicated (C) (i) above, with respect to loss or damage caused during the handling, stonge or carriegt of the Goods by Ocean Carrier's Subcontractor, to the extent to which such Subcontractor would have been liable to the Merchant if he had made a direct and separate contract with the Merchant in respect of such handling, storage or carriage, provided, however, that if the Ocean Carrier is not authorized under any applicable laws, rules or regulations to undertake such handling, storage or carriage. If such handling, storage or carriage occurred in or between points in Earope, or where otherwise applicable, such responsibility shall be governed (a) if by road by the Convention on the Contract for the International Carriage of Goods by Road, dated 19 May, 1955 (CMR); (b) if New et al. to the constraint of the International Carriage of Goods by Road, dated 19 May, 1955 (CMR); (b) if Convention on the Contract for the international Carriage of Goods by Road, dated P May, 1956. (IAK), (b) if by rail, by the International Convention Concerning the Carriage of Goods by Rail, dated 25 (Februar), 1601 (CIM), (c) of by air, by the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed Warsaw 12 October, 1929, as amended by the Hague Protocol dated 28 September, 1955 (Warsaw Convention), (d) If it is established by the Merchant that an Inland Carrier is responsible for loss of or damage to or in connection with the Goods, such responsibility shall be to the extent, but not further, than the Inland Carrier would have been liable to the Merchant if he had made a direct and separate contract with the Merchant in respect of handling, sortege or arriing or the Goods as applicable. (c) Novithstanding foreging Article 7 (A) or 7 (B), the Ocean Carrier does not undertake that the Goods shall arrive at the port of discharge or place of

Carrier Wolan lave over mane to the vectoriant in the man imate a tunck that septiate Counter's win new NetCanin in respect of handling, stronger or arraying of the Goods shall arrive at the port of discharge or place of delivery at any particular matter of the supersoft and the port of discharge or place of delivery at any particular matter of the supersoft and the port of discharge or place of delivery at any particular matter of the supersoft and the port of discharge or place of delivery at any particular matter of the supersoft and the port of discharge or place of the Merchant's network of the supersoft and the port of discharge or place of the Merchant's network of the supersoft of the Sill of Lading is solely for the purpose of the Merchant's network whether or not existing or anticipate before commencement of a damage the time of discharge of the Goods at the port of discharge of the Sill of Lading is solely for the purpose of the Merchant's network whether or not existing or anticipate before commencement of or discharge the Goods at the port of discharge of the Sill of Lading is solely for the purpose, of the Merchant's network whether or not existing or anticipate before commencement of the damage in any prosent, which in the Quare mater of the Ocean Carrier (table) for the purpose of this Article the Master and any person charged with the transport or salfakeeping of the Goods at the place of delivery by the route and in the maner of discharge or to deliver the Goods and the place of delivery by the route and in the maner of the Coan Carrier (the Coan Carrier (table) as your ositilar the material of the Coan Carrier (table) as the place of delivery by the route and in the maner of the Archard and Coal Coare (table) as the there of delivery of the coast and the place of delivery of the transport to discharge are to deliver the Coan Carrier (table) as the place of delivery of the there and or (s) of the Carrie as water (table) as a the place of delivery of the there and or sand the place of the Archa



n addition to all other liberties

or the carriage or handling of the Goods or the Vessel howsoever given, by any actual or purported regiono in the change of manning of the topological of the topological investores given, by any actual to purported verment or public authority, or by any committee or person having under the terms of any insurance on the essel, the right to give such order, direction, regulation, or suggestion. If by reason of and/or in compliance th any such order, direction, regulation, or suggestions, anything is done or is not done the same shall be emed to be included within the contractual carriage and shall not be a deviation. vith an

deemed to be included within the contractual carriage and shall not be a deviation. 9. (Description and Particulars of Cosol) Any reference on the face of this Bill of Lading to marks, numbers, description, quantity, quality, gauge, weight, messure, nature, kind, value, and any other particulars of the Goods, is as furnished by the Merchant. The Ocean Carrier shall not be responsible for the accuracy of any such reference and is not bound thereby. The Merchant warrants to the Ocean Carrier that the descriptions and particulars furnished by him are correct, and the Merchant shall indimensity the Ocean Carrier that the description or particular, furnished by him are correct, and the Merchant shall indimensity the Ocean Carrier is antibilito to caparitular. Merchant acknowledges that is required to provide verified weights obtained on ealibrated, certified equipment of all cargo that is to be tendered to steamship lines. Shipper agrees that Carrier is entitled to rely on the accuracy of such weights and to counter-sign or endores it as Carrier's own certified weights to the othereship. equipment of all cargo that is to be tendered to steamship lines. Shipper agrees that Carrier is entitled to rely on the accuracy of such weights and to counter-sign or endors it as Carrier's own certified weights to the steamship line carrying the cargo. The Merchant agrees that it shall indemnify and hold the Carrier harmless from any and all claims, losses penalities or other costs resulting from any incorrect or questionable verification of the weight provided by Merchant or its agent or contractor on which the Carrier relies. 10. (Use of Coartier) the Coords are not already packed into a container at the time of receipt by the Ocean Carrier, the Ocean Carrier shall be at liberty to pack and carry the Goods in any type of container: 11. (Orean Carrier's Coattainer) (A). The Merchant assumes full repossibility for and aball indemnify the Ocean Carrier gasinst any biss of or damage to the Ocean Carrier's containers and other equipment if the loss or damage is caused or occurs while in the protocol of the Merchant, his garetts, a common Carrier's engaged by or on behalf of the Merchant (B). The Ocean Carrier's fould in one counting the Merchant and lindemnify the Ocean Carrier shall in one vent be liable (or, and the Merchant engaged by or on behalf of the Merchant (B). The Ocean Carrier's found in or on invest on the recean or loss of or administry of a counter while the Orean Carrier shall in one vent be liable (or, and the Merchant engaged by or on behalf of the Merchant (B). The Ocean Carrier's found in or invites in to mercan or loss of or administry of a counter while the Ocean Carrier shall in one vent be liable (or, and the Merchant engaged by or on behalf of the Merchant (B). The Ocean Carrier shall in one vent be liable (or, and the Merchant engaged by or on behalf of the Merchant (B). The Ocean Carrier shall in one vent be liable (or, and the Merchant engaged by the one behalf of the Merchant (B). The Ocean Carrier shall in one vent be liable (or, and the Merchant engaged by the one behalf of the Me

atmage is caused or occurs while in the possission or control of the Merchant, nas agents, or common carters engaged by or on behalf of the Merchant (B) The Occurs Carrier shall in one even be half be (ran due Merchant shall indennis') and hold be Ocean Carrier shall in one even be half be (ran due Merchant shall meanify and hold be Ocean Carrier shall in one works behavior to persons, or loss of or dange to property, easeed by the Ocean Carrier shall in one works behavior and the Merchant 12, Constainer Perked by Merchant) If the cargo received by the Ocean or landa Carrier is in a constainer packed by or on behalf of the Merchant (A) this Bill or Lading is primt neiter services of the description of number on the face of this Bill of Lading. The condition and particulars of the continers are unknown to the Ocean and Inland Carriers, and the Ocean Carrier accepts to received by the Acean or landare for handing and carriage in a scordance with the terms of this Bill or Lading is primt face with the order of the description of condition or particulars. (B) The Merchant warrants (1) that the isowage of the containers and the containers and the colsing and scaling of the containers are after approprim, and (2) that the containers and ther contents are suitable to repression groups (including the Goods) (C). The Merchant shall inspect the container was able to routes the suitable for handle the Merchant shall indemnify and hold Ocean Carrier here the container was able in a situable condition for the purpose of the transport contracted for in this Bill of Lading. The description of the containers in the suitable expensible the Merchant and suitable conditions for the purpose of the transport contrate for in this Bill of Lading, and the description behaviored after attrabets of the provident of hand the situation of the colsman of the behaviore and the colsman carrier and the container is the interposed of the colsman carrier before the transport. (1) If the container is defined after transport to be comtany in Juna Ocean Carrier shall not be liable for any loss of or damage to the contents of the container. (E) The Ocean and Inland Carrier shall have the right to open the container and to inspect its contents without notice to the Merchant,

Occard and mine share to give open the container of the specific contents without notice to the Merchant dimard Carrier share the right organ the container of the specific contents without notice to the Merchant shall be borne by the Merchant (1) If any stall of the container is broken by eatimest or dimer information impection of its contents, the Coena Carrier shall not be liable for any resulting loss, damage or expenses. 13. Opecial Carriage or Containery (A) The Ocean Carrier does not undertake to carry the Goods in refigrerated, heated, insulted, verange the specific possible and the specific of the specific or a contrast, more to carrier shall not be liable for any resulting loss, damage or carry any special container packed by or on behalf of the Merchant, but the Ocean Carrier and the Merchant. (2) such special arrangements are noted on the face of this hill of Ladami, and (3) special fragments for the carrier go stude Goods or container. have been agreed to in writing between the Ocean Carrier and the Merchant. (2) such special arrangements are noted on the face of this hill of Ladami, and (3) special fragments for the carrier go stude Goods or container have been agreed to in any toxis of the Source of t maintenance of such temperature inside the container. (D) If the cargo received by the Ocean or Inland Carrier is in a refrigerated container packed by or or behalf of the Merchant, it is towed the collegation of the Merchant to stow the contents properly and set the thermostatic controls exactly. The Ocean Carrier shall not be liable for any loss of or damage to the Goods arising out of or resulting from the Merchant's flature in such obligation and Ocean Carrier does not guarantee the maintenance of the intended temperature inside the container. **14. (Dargerous Goods, Contraband)** (A) The Ocean Carrier undertakes to carry Goods of an explosive, inflammable, radiuscive, corrosive, damaging, poisonous, or dangerous nature only upon the Ocean Carrier's approval of a written application by the Merchant prior to the carriage of such Goods. Such application must accurately state the name, nature and classification of the Goods, awell as how they are dangerous and the angerous well as how they are dangerous nature only well as how they are dangerous and the dangerous prior the sucressite of the sucressite

method o rendering them innocuous, together with the full names and addresses of the shipper and the consig (B) The Merchant shall undertake that the nature and danger of such Goods is distinctly hand permane manently (B) The Merchant shall undertake that the nature and danger of such Goods is distinctly hand permamently marked on the outside of the package or container containing the Goods (C) Merchant shall submit all documents or certificates required in connection with such Goods by any applicable statue or regulation or by the Ocean Carrier (D) Whenever the Goods are discovered to have been received by the Ocean or linand Carrier without complying with subparts (A), (B) or (C) above, or the Goods are discovered by the Ocean or linand Carrier without complying with subparts (A), (B) or (C) above, or the Goods are followed to have been received by the Ocean Carrier (D) whenever the Goods are discovered by the Ocean Carrier (D) have such Goods rendered innocuous, thrown overboard, discharged, or otherwise disposed of at the Ocean Carrier M; discretion without compression, and the Merchant shall be hilded for and indemnity the Ocean Carrier anguints any loss, damage or liability, including loss of freight, and any other expenses directly or indirectly arising out of custody or carriage of ask foods. (E) The Ocean Carrier and y the Ocean Carrier anguints any loss become dureersure, seven find dureersus when received by the Ocean carrier and the Decean Carrier anguints and loss.

of Callingi of slight O0006. (c) into Cream Carlier imity Exercise use right Contents of upon a most one precessing subpart whenever it is apprechedded that Goods received in compliance with subparts (A), (B) and (C) above have become duagerous, even if not duagerous when received by the Ocean or Inland Carlier. (F) The Ocean Carlier has the right to inspect the contents of any package or container at any time and place without the prior notice to Merchant and at the risk and expense of the Merchant. 15, (Stowage Under and on Deck) (A) Goods in containers, vans, trailers, or chassis may be carried under deck or on deck, and when such Goods are carried on deck the Ocean Carlier shall not be required to specially note mark, or stamp any statement of 'no deck stowage' on the face of this 10 Cadlong, any costant of the contrary notwithstanding. Such on deck stowage' on the face of this 10 Cadlong, any costant of the contrary forecassil, edck house, shelter deck, passeger space, or any other covered-in-space, or stowed in a container wherever placed, shall be deemed to be stowed under deck for all purposes including general average. (C) Lumbre, earth moving equipment and all older Goods costomarily or reasonably carried on deck may, at Ocean Carrier's option, be carried on deck without further notice to Merchant and without liability to the Ocean Carrier for the risks inferent in o rincident to such carriage. Such on deck carries dual host Coosids read a deviation. (D) In respect of Goods not in containers and carried on deck, and stated on this Bill of Lading to be so carried, all risks of loss or damage from perils inferent in or incident to the cartied or carriers of the staffs all host is (noticating to the such corriage. Such docds shall be borne by the Merchant and in all other respects the Ocean Carrier shall have the benefit of the provisions of the applicable, version of the Hagges Rules (including U.S. COGSA, notwithstanding Section 1301 (c) thereof) and the terms of this Bill of Lading. If the terms of this Bill of Lading
 If the terms of terms of the terms of the terms of the terms of terms

face of this Bill of Lading and additional freight has been paid as required. 18. (Heavy Lift) (A) The weight of a single piece or package exceeding 2,240 lbs. gross must be declared by the

18. (Heary Lift) (A) The weight of a single piece or package exceeding 2.240 lbs. gross must be declared by the Merchani twirting before receipt by the Ocean or Inland Carier and must be marked clearly and durably on the outside of the piece or package in letters and figures not less than two inches high. (B) If the Merchani rafis in his obligations under the preceding subpart (1) the Ocean Cariera shall not be responsible for any loss of or damage to any person or property, and (3) Merchani shall indemnify the Ocean Carier shall not be responsible for any loss of or damage to any person or property, and (3) Merchani shall indemnify the Ocean Carier against any resulting loss, damage, or liability suffred by the Ocean Carrier shall not be liable for fulture or delaying delayer in accordance with marks, unless such marks have been clearly and durably stamped or marked upons the Goods, person denote the one have been seenify and be Ocean Carrier shall not be liable for fulture or delaying delayer in accordance with marks, unless such marks have been clearly and durably stamped or marked upons the Goods, person denote the seen seenify the Ocean Carrier shall not be liable for fulture or delaying delayer in accordance.

with marks, unless such marks have been clearly and durably stamped or marked upon the Goods, package, or containe by the Merchant before they are received by the Ocean on Inland Carrier, in letters and numbers not less than two inches high, ogether with the names of the port of discharge and place of delivery. (B) In no circumstances shall the Ocean Carrier be responsible for delivery in accordance with other than leading marks. (C) The Merchant warrants that the marks on the Goods, packages and containers correspond to the marks shown on this Bill of Lading and also in all respects comply with all laws and regulators in force at the port of discharge or place of delivery. The Merchant shall indemnity the Ocean Carrier against all loss, damage or marks or numbers, cargo sweeping, liquid residue and any unclaimed goods not otherwise accounted for may be allocated for the purpose for completing delivery to the various Merchans of Goods of like character in proportion to any apparent shortage, loss of weight or damage. 20. (Dittory), 10. The Ocean Carrier shall how the triot to deliver the Goods at any time at the Varende ide

proportion to any apparent shortage, less of weight or damage. 20. Oblivery: 0.10 Ho Ocean Carrier shall have the right to deliver the Goods at any time at the Vescels side, custombouse, warehouse, what, or any other place designated by the Ocean Carrier, within the geographic limits of the port of discharge or place of delivery shown of the face of this Birl of Lading (B). The Ocean Carrier, responsibility shall cease when the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier or any other preview the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier or any other preview the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier is containers packed by or on behalf of the Merchant (1). The Ocean Carrier's and and the total number of containers received (2). The Ocean Carrier shall not be required by the Ocean Carrier is discussing and the Merchant (1). The Ocean Carrier is to thismes packed by or on behalf of the Merchant (1). The Ocean Carrier shall not be required by the Ocean Carrier is containers and earlier of the Ocean Carrier is real and the Ocean Carrier is the outpact their contents in accordance with brands, numbers sizes, to types of items or pieces (3). At the Ocean Carrier is discritioner and upon the Merchant's requires in writing to the Ocean Carrier is also of the contents of ellovered by the Ocean Carrier is need of the containers delivered by the Ocean Carrier is need of the containers and deliver scheduled date of arrival the of Vessel at the port of discharge containers may be unpacked and their contents delivered by the Ocean Carrier in accordance with the written request. In such a case if the scal of the containers is instart at the time of unpacking all the Ocean Carrier's obligations under this Bill of Lading shall be deemed to have been discharged, the Ocean Carrier's shall not be responsible for any loss of damage resulting from such delivery and the Merchants shall be liable for an appropriate adjustment of the freight and any additional charges incurred (D) If the Goods have been packed into a container by the Ocean Carrier shall not be required to deliver this container. At the Genve in scontraits and non-occard lattices similar no occarding and provide the worked the Woods if the Commander. Fit the Ocean Carrier's distortion, and subject to prior arrangement between the Merchant and the Ocean Carrier's Goods may be delivered to Merchant in the container, in which case if the container is delivered with seals intact all the Ocean Carrier's obligations under this Bill of Lading shall be deemed to have been discharged, and the

cean Carrier shall not be responsible for any loss or damage to the contents of the container. (E) Optional livery shall be granted only when arranged prior to the time of receipt of the Goods by Ocean Carrier and if pressly stated on the face of this Bill of Ladarg. The Merchant desiring to avail himself of the options at pressed must give notice in writing to the Ocean Carrier at the first port of call anamed in the option at least 48 us prior to the Vesse's arrival there, otherwise the Goods shall be landed at any of the optional ports at Ocean Carrier's option, and the Ocean Carrier's responsibility shall then cease. (F) Ocean Carrier is not responsible to give notification, in writing or otherwise, either to Merchant or others, of the arrival, discharge, or disposition o

Can be spluid, any use Ocean Can be tepponously share there bears (P) Ocean Can be spluid, any use of the second spluid s

urring at any time, even though before loading on or after discharge from the Vessel, unless caus ual fault or privity of the Ocean Carrier. sed by the

actual fault or privity of the Ocean Carrier. 32. Lieto: Carrier stall have a line on any and all property (and documents relating thereto) of Merchant in its actual or constructive possession, custody or control or en route, for all claims for charges, expenses or advances incurred by Carrier in connection with this shipment, or any previous shipment, of Merchant yo tosh, which lieu shall survive delivery, and if such claim remains unsatisfied for 30 days after domand for its payment is made. Carrier may sell at public auction or private sale upon 10 days written notice, registered mail to Merchant, the goods, wares and/or merchandise or so much as may be necessary to satisfy such lien and the costs of recovery, and apply the netproceeds states had to the payment of the annout the Carrier. Any supplice from such sale shall be runsmitted to Merchant, and Merchant shall be liable for any deficiency in the sale.

shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale. 24. (Freight and Charges) (A) Freight may be calculated on the basis of the matriculars of the Goods furnished by the Merchant, who shall be deemed to have guaranteed to the Ocean Carrier the accuracy of the contents, weight, messure, or values a strinished by him at the time of receipt of the Goods by the Ocean or Inland Carrier, but the Ocean Carrier for the purpose of ascertaining the actual particulars may at any time and at the risk and expense of the Merchant open the contents, weight, messure, and or value of the Goods, the Merchant shall be liable for and bound to pay to the Ocean Carrier (1) the bulance of freight between the freight charged and that which would have been due had the correct details been given, plus (2) expenses incurred in determining the correct details than (1) as liabled and uncertained dumanes, an additional uncertain freight charged the correct details, plus (3) as liquidated and ascertained damages, an additional sum equal to the correct freight (B) Full freight to the port of discharge or place of delivery shall be considered as completely earned on receipt of the correct details, plus (c) as inplusted and accentrated until ages, an admission similed at the correct regim-(b) rul if regist to he point of discharge or place of delivery shalls be considered as completely semand on receptor of the distances. The Ocean Carrier shall be entitled to all freight and other charges day hereunder, whether astually paid or out and to receive and retains us hereight and charges day means the Vessel and ro-ft the Carrier shall be entitled to all freight and other charges day hereunder, whether astually paid or row and to receive and retains us hereight and charges day in the correct set of the entities the vessel and ro-the Goods be lost or not, or the voyage be broken up, fustrated, or abandoned at any stage of the entire transit. Fall freight shall be paid on damaged or unsound Goods. (C) The Payment of freight and/or charges shall be made in full and in eash without any offset, counter claim, or deduction. Where freight is payable at the port of discharge or place of delivery, such freight and all other charges shall be goad in the curresey mande in the Shill or Lading, or, at Ocean Carrier's option, in other currency subject to the regulators of the freight conference concerned, if any, or custom at the place of payment. (D) Goods once received by the Ocean Carrier cannot be taken away or disposed of by the Merchart except upon the Ocean Carrier's consent and after payment of full freight and compensation frar any loss sustained by the Ocean Carrier's consent and after payment of full regist and compensation frare any loss sustained by the Ocean Carrier's consent and after payment of all freight and compensation frare any loss sustained by the Ocean Carrier's consent and after payment of her full adds the Cosods and the Vessel may leave the pay twithout further notice. (2) Unless the shall be taible for and shall indemnify the Ocean Carrier against: (1) all dues, duties, taxes, consular frees, and other charges level on the Goods and (2) all firms, damages connection with Goods, howsoever caused, including the Merchan's failure to comply with laws and regulations of any public autority in connection with the Goods, or failure to procure consular, Board of Health, or other certificates to accompany the Goods. The Merchant shall be liable for return freight and changes on any Goods relaxed exportation or importation by any public authority. (Gi J If the Goena Carrier is of the opinion that the Goods are in need of sorting, inspecting, mending, repairing, or reconditioning, or otherwise require protecting or carring for, the Ocean Carrier at its discretion may, by tielf or through Subcontrators, and as agent for the Merchant, carry out such work at the risk and expense of the Merchant. (H) The shipper, consigner, consigner, owner of the Goods and holder of this Bill of Lading shall be jointly and sevenily liable to the Ocean Carrier for the payment of all freight and charges and for the performance of the obligations of any of them under this Bill of Lading.

tice of Claim and Time for Suit against Ocean Carrier) (A) Unless notice of loss or damage and the 25. (Ne 2.5. (vouce ot Linm and Line for Suit against Ocean Carrier) (A) Unless notice of loss or damage and the general nature of auch loss or damage be given in writing to the Ocean Carrier at the port of discharge or place of delivery before or at the time of delivery of the Goods or, if the loss or damage is not apparent, within 3 days after delivery, the Goods shall be deemed to have been delivered as detected in this Bill to Clading. (B) The Ocean Carrier shall be discharged from all liability in respect of the Goods, role that we have nondelivery, midely. Loss or damage, uses with as been frought within our gera after delivery of the Goods shall be doeds should have been delivered. Suit shall not be considered to have been forcaged within such time.

Ocean Carrier within such time: 26. (Limitation of Liability) (A) Subject to subpart (B) below for the purpose of determining the extent of the Ocean Carrier's liability for loss of or damage to the Goods, the Merchant agrees that the value of the Goods is the Merchan's net invisce cost, plus freight and insurance premium, if paid. The Ocean Carrier shall not be liable for any loss of profit or any consequential loss. (B) Insofar as the loss of or damage to or in connection with the Goods was caused during the part of the custody or carriage to which the applicable version of the Hague Rules applies: (1) The Ocean Carrier shall not be liable for loss or damage in an amount exceeding the minimum allowable per package or unit in the applicable version of the Hague Rules, which wher U.S. COGSA is applicable is an amount not exceeding U.S. S000 per package or customary freight unit, unless the value (and Goods by the Ocean Carrier and inserted on the face of this Bill of Lading and extra freight has been paid Goods by the Ocean Carrier and inserted on the face of this Bill of Lading and extra freight has been paid age. required. If the actual value of the Goods per package or unit exceeds such declared value, the value shall nevertheless be deemed to be the declared value, and the Ocean Carrier's liability, if any, shall not exceed th nevertheless be deemed to be the declared value, and the Ocean Carrier's liability, if any, shall not exceed the declared value. Any partial loss or damage shall be adjusted por rata on the basis of such declared value. If the declared value has been willfully misstated or is markedly higher than the actual value, the Ocean Carrier shall not be liable to pay any compensation. (2) Where the cargo has been packed into a ontainer or unitized into a similar article of transport by or on behalf of the Merchant, it is expressly agreed that the number of such containers or similar articles of transports hown on the face of this Bill of Lading shall be considered as the number of the packages or units for the purpose of the application of the limitation of liability provided for in the Article.

Article 27.(General Average: New Jason Clause) (A) General average shall be adjusted, stated and settled at any port or place as the Ocean Carrier's option and according to the Yook-Antwerp Rules, 1974 and as to matters not provided for by these Rules, according to the laws and usages of the port or place of adjustment and in the currency selected by the Ocean Carrier. The general average statement shall be prepared by the adjusters¹ appointed by the Ocean Carrier. Average agreement or bloods and any sulege and special charges thereon and our adjustment and the ocean Carrier may require shall be furnished by the Merchant to the Ocean any other additional securities as the Ocean Carrier may require shall be furnished by the Merchant to the Ocean Carrier before delivery of the Goods. (B) In the event of accident, danger, damage, or disection of the ordinates the ordinates the Ocean Carrier may commencement of the vogage, resulting from any cause whatsoever, whether due to negligence or not for which or for the consequence of which the Ocean Carrier in responsible by state, contract, or otherwise, the Goods and the Merchant shall jointly and severally contribute with the Ocean Carrier image nature that may be made or incurred, and shall polyand the Merchant shall jointly and severally contribute with the Ocean Carrier in general average to the paymem of any sacrifices loss, 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 salvage ship is owned or operated by the Ocean Carrier, salvage shall be paid or as stilly and in the same mamer as if such salvaging ship belonged to strangers. **28.** (Bort to **Hame Collision**). If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect, or default of the Master, mainter, pilot, or servants of the owner of the Vessel in the navigation or in the management of the Vessel, the Merchant shall indemnify the Ocean Carrier against all loss or liability which mercher of non-carrying ship or the owners to the Merchant and a set-off, recoupt-or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying Vessel or is owner. The foregoing provisions shall also apply here the owners, operators, or those in charge of any ship or ships or objects other that, or in addition to the colliding ships or objects are at fault in respect of a collision contact stranding or other accident.

contact stranding or other accident. 29. (Carriage of Metal Froducts, Lumher, Cotton) (A) The term "apparent good order and condition" when used in this Bill or Lading does not mean: (1) with reference to iron, steel, or metal products, that the Gowt when received were free from visible rust or moisture. (2) with reference to lumher, timber, plywood, or other when receive we're new reason russ on mossure. (2) wini recrence to lumner, timmer, ptywodd, or other wood products, that the Goods when received were free from visible stains, discoloration, moisture, shakes holes, chaffed, breakage or splitting. If the Merchant so requests a substitute bill of lading will be issued setting holes, chaffed, breakage or splitting. If the Merchant so requests a substitute bill of lading will be issued setting forth any notations as to the foregoing that may appear on the mate's or taily clerk's receipts or similar documents (B) Description of the condition of cotton cargo does not relate to the sufficiency or not or condition of the covering not to any damage, resulting therform. Occase Carrier shall not be responsible for any such damage. 30. (Grain) Discharge of grain received by the Ocean Carrier shall not be responsible for any such damage. 31. (Grain) Discharge of grain received by the Ocean Carrier is not have bein port, on barges, and or lighter Discourse and the state risk and expense of the Merchant. 31. (Intermodal Transportation) (A) This Bill of Lading may be issued for Intermodal Transportation in an county. When so issued as between the Merchant and an Inland Carrier costody and carriage of the Goods is of the source of the Second Secon

the Inland Carrier are subject to the relevant laws, regulations, tariffs and bill of lading are available from the Ocean or Inland Carrier upon request. (B) Claims by the Merchant against an Inland Carrier for loss or damage Solution of minine cannel upon request. (a) cannel on an Arceana with a solution of a

applicable tariff are obtainable from the Ocean Carrier upon request. (severability of Terms) The terms of this Bill of Lading are seventhe and if any part or term is declaradid or unenforceable, the validity or enforceability, of any other part or term shall not be affected. (Himalaya Chause) All exceptions, ecemptions, defenses, immunities, limitations on liability, privileges and

..., runnataya Clause) All exceptions, exprimentions, defenses, immunities, limitations on liability, privileges and conditions granted or provided by this Bill of Lading or by applicable tarriff or by statute of the the effect of the Carrier shall also apply to and for the benefit of the officers and employees of the Carrier and the agents, offices and crew of the vessel and to and for the benefit of the flartics performing services in connection with the Cioods as agents or contractors of the Carrier (including, without limitation, stevedores, terminal operators and agents) and the employees of each them.

Consignor			Consignee's Reference:			Consignor's Reference	:	
			N/A			012924 (SCA104)		
30/F Verti								
28 Heung Yip Road						Place and Date of Issu	e	
Wong Chuk Hang						Hong Kong		
Hong Kon						15/10/2024		
	e/Deliver to:							
OTS PART								
	S. RD, SEC 2, NO.98, 2FL							
TAIPEI CIT	Y 106, TAIWAN R.O.C.							
			Country of Origin of Goods:			Country of Destination		
			Mexico			Taiwan		
			Terms of Delivery and Payment:			Taiwaii		
			Terms of Delivery and Fayment.					
			Delivered at Place (DAP)					
Vessel/Vo	yage/Aircraft:	Port of Loading:						
Seafreight		Hong Kong						
Port of Discharge: Place of Delivery:			1					
Taiwan		Taiwan						
	d Numbers	No. and Kind of Packages	ł			Total Gross Weight	Total Cube	
and Conta	ainer No.	Description of Goods				(kg)	(m3)	
		-				669.51	2.12	
Addressed 1 Pallet containing 72 Boxes Wines (Tec		1 Pallet containing 72 Boxes Wines (Teo	guila)					
						Total Net Weight (kg)	324	
						Total Net Weight (kg/	524	
				1				
	Description			Commodity Code		Quantity (Boxes)	Net Weight (kg)	
1	Tequila Reposado Crist	talino NEW 6/750ml 40%		22087000	MX	72	324.00	
					Grand Total	72	324.00	
					Grand Total	12	324.00	
				1				
				1				

