

**PANDA GROUP**  
**STANDARD TRADING TERMS AND CONDITIONS**

The following are the Group's standard terms and conditions for clients. These terms shall serve as the basis for transactions between Wanda Group and its clients and for the conclusion of shipping contracts. In the event of any conflict with the Group's other transaction regulations, these standard terms and conditions shall prevail. These terms also apply to all affiliated companies and branches within the Group and, together with the terms on the reverse side of the bill of lading, are binding on both parties. Please be advised.

1.If the shipper entrusts the Group to arrange the delivery of the goods as a Full Container Load (CY-CY), please inspect the condition of the container to confirm whether the container is in good condition when picking up the empty container at the container yard, if the shipper fail to do so and pick up a container that is in disrepair, it shall at shipper's own risk caused by the defective container. If the container provided by the shipper, the shipper should also determine whether the container is suitable for loading the goods since the container is not provided by the carrier; also because Full Container Load is shipper's load and count, please pay attention to fixing to avoid cargo damage.

2.When exporting to mainland China, please note do not have the word R.O.C (Republic of China) on the shipping mark to avoid being seized and blocked; to Central and South American countries, except for local special operations, all pallets need to be fumigated to avoid moths; to the United States, the shipper needs to pay attention to the AMS and ISF transmission declaration; if you need us to handle it on your behalf, please notify us in writing and provide us with the authorization letter prior to the customs clearance.— Also, you need to cooperate with the U.S.A. regulations to provide the correct information at the specified time, otherwise the shipper or importer will be responsible for the relevant penalties.

3. For all imported and exported goods, the shipper and consignee must truthfully declare the description and nature of the goods to avoid the inclusion of prohibited or dangerous items, or false declarations that could result in seizure or penalties by the importing or exporting country. If false declarations cause damage to the carrier (the Group), the Group reserves the right to seek compensation.

4. If the goods to be shipped are classified as commercial waste, the shipper must ensure that all necessary documents for the import and export of the goods have been obtained.

Any damages resulting from missing documents shall be borne solely by the shipper and the consignee, regardless of the terms of international trade.

5. The information of all cargo flights and sailing schedules are conveyed by the shipping company, and all sailing schedules/flights shall still be subject to the announcement of the shipping company or airline and actual situation. The Group can not guarantee the on-time arrival or departure of the flight, all of which are ETA (ESTIMATED TIME OF ARRIVAL)&ETD(ESTIMATED TIME OF DEPARTURE).For sailing schedule/flight information, please refer to the carrier's website.

6. All consignment of goods need to evaluate be insured. If shipper need a consignment insurance, the Group can provide the insurance information to contact with it. However, please inform us in advance if there are other modes of collaboration. It would be wise for shipper to have a warehouse-to-warehouse insurance which extends the protection of goods from the warehouse where the shipment originates to the one where it terminates, and especially fully covers all General Average expenses.

#### 7. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable at any port or place at the sole discretion and option of the Carrier and subject to sub-clause 15(2) in accordance with the York Antwerp Rules 1994 and the New Jason Clause as approved by BIMCO which shall be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

(2) Notwithstanding sub-clause 7(1) above, the Merchant shall jointly and/or severally defend, indemnify and hold harmless the Carrier in respect of any claim (and any expenses arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

(3) The Carrier shall be under no obligation to take any steps, including the exercise of any lien, whatsoever to collect security for General Average contributions due to the Merchant.

8. The shipper must provide complete information regarding the consignee and the designated recipient at the destination to avoid issues such as undeliverable cargo or failure to collect the shipment. If the shipping company claims demurrage or storage charges due to failure to collect the shipment, the shipper shall bear full responsibility. If this results in any loss to the Group, the Group will seek compensation in accordance with the law.

9. The shipper shall ensure that the cargo is properly packaged and shall cooperate with the Group's instructions to provide the necessary loading documents as required

by the shipping line; in particular, for dangerous goods or special cargo, the shipper shall provide a Material Safety Data Sheet (MSDS) and a declaration regarding potential pollution, make truthful declarations, and provide documents such as affidavits or letters of guarantee to the Group for processing; Should failure to provide such documents result in cargo damage, endangerment of other cargo on the vessel, or delays in shipment, the charterer or shipper shall bear full responsibility.

The shipper shall pay attention to providing the complete packaging of the goods and necessary documents, especially special goods and danger goods, it should provide the chemical analysis and honest declare the quality or affidavit to the Group to arrange consign it, if not, and result from any loss or claim, shipper will take fully responsibility.

10. If there are any special requirements regarding the cargo, please notify us in advance prior to shipment so that our Group may assess whether arrangements can be made, thereby avoiding disputes between both parties. All freight charges and quotations shall be subject to the actual terms of the contract and the documents provided by our Group. Shippers and charterers are also requested to remain vigilant at all times. If the shipper or booker requests that a third party be named on the bill of lading or other transport documents, the shipper and booker shall be jointly and severally liable for all costs incurred in connection with the shipment.

11. Any bill of lading or air waybill issued by the Group shall be governed by the provisions of international transport conventions (including the Hague Rules and the Warsaw Convention), as well as the provisions of maritime law and civil aviation law; in the event of any dispute, such dispute shall be interpreted or resolved in accordance with the terms printed on the reverse side of the Group's bill of lading and these Standard Terms and Conditions.

12. A bill of lading is a marketable security, please be care of collect it, if shipper want the third party or custom broker to receive, it is necessary to issue an letter of authorization or documents to prove and the Group have no any liability to deliver, any special request like send registered mail , please also inform in advance and provide the receiver's detail address, if unfortunately lost, please also follow the Group's procedure to provide a deposit and pay the charge of reissue.

13. Shipper should pay attention and obey Copyright and Trademark Law of import and export country request for mark of goods to avoid legal seizure by local custom authority.

14. If the shipper wants to apply to use the seaway bill or Master bill of lading, it should be followed by the Group's regulation of handle procedure, and all expense will be cash down in advance.

15. All shippers must ensure that the weight of their cargo complies with the provisions of the International Convention for the Safety of Life at Sea (SOLAS). If cargo requires telex release, a written declaration must be provided and the bill of lading returned to our Group; all procedures must be carried out in accordance with our Group's requirements. In the event of discrepancies between the declared weight and actual weight or volume of imported or exported goods, to ensure fairness, the shipper may negotiate with our Group to appoint a notary public to conduct a re-measurement. If the re-measurement confirms that the shipper's original declaration was correct, the costs shall be borne by the carrier; if the original declaration was incorrect, the costs shall be borne by the shipper.

16. There is no right to request the Group to insert the value of the cargo in the bill of lading. The Group shall be liable for any damage to or loss of the cargo under the Maritime Act and the back of the bill of lading clause, unless the value of the cargo have been declared by the shipper before shipment and inserted in the bill of lading in the space captioned "Declared Cargo Value" and it becomes an ad valorem bill of lading and extra freight paid on such declared value if required. The Group reserves the right of final decision of what to include in a bill of lading.

17. For machinery shipments, due to their high unit value, please ensure they are properly packaged, secured, and protected. These shipments must be transported in a full container load (FCL), as this is a "Shipper's Load and Count" arrangement. Our group will not intervene, and the carrier assumes no liability for damage, particularly for flat-rack containers and open-top containers. However, if the shipper does not wish to use a full container load (FCL), they must pay a higher freight rate and use sturdy wooden cases or crates capable of withstanding the rigors of ocean transport. The shipper must also provide a written declaration certifying that the goods have been properly packaged. Our company reserves the right to refuse acceptance of the shipment and will include a "packaging not secure" reservation clause on the bill of lading.

18. If shipper import or export special goods (such as fail cargo), it is necessary to get a permit license to admission by import or expert port authority and follow with the local customs laws and regulations in order to avoiding any penalties, otherwise your company should take fully responsibility to the Group.

19. For all shipments destined for Shanghai (AFR), Xiamen (AFR), Japan (AFR), Europe (ENS), and the United States (AMS), please note that these regions require advance manifest reporting. Shippers are requested to cooperate by providing the consignee with accurate information within the specified timeframe. Please also be aware of the destination's customs regulations and import/export requirements to avoid incurring fines. Should our company suffer any losses as a result, the shipper shall bear full responsibility.

20.If shipper needs to export goods to a high-risk region, they should carefully assess whether shipment is necessary and be sure to consult their cargo insurance provider to confirm coverage in order to mitigate risks.