

Rider of Cargo Transportation Insurance Clause

1. On Deck Clause

In case the insured goods are shipped on deck, this insurance shall be extended to cover the risks of jettison and/or washing overboard.

This Clause is the rider of Cargo Transportation Insurance named in the Policy (hereinafter refers to "main insurance"). The force of scope of cover under this clause is restricted by Exclusions of the main insurance; as to matters not referred to in the rider, the main insurance shall be paramount.

2. Strike, Riot and Civil Commotion Clause

It is agreed and understood that subject to the insured having paid the agreed extra premium, this insurance shall be extended to cover loss of or damage to the insured goods, sacrifice in and contribution to general average and salvage charges arising from or caused by the following perils:

- (1) the act of any person taking part together with others in any disturbance of the public peace (whether in connection with a strike or lock-out or not) ;
- (2) the action of any lawfully constituted authority in suppressing or attempting to suppress any such disturbance or in minimizing the consequences of any such disturbance;
- (3) the willful act of any striker or locked-out worker performed in furtherance of a strike or in resistance to a lock-out;
- (4) the action of any lawfully constituted authority in preventing or attempting to prevent any such act or in minimizing the consequences of any such act.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

3. Payment on Account Clause B

It is hereby understood and agreed that in the event of the occurrence of a loss covered under this Policy the Insurer may approve an advance payment on account in respect of such loss at the request of the Insured and with the loss adjuster's recommendation. The amount is limited to 50% of any claims.

This Clause is subject otherwise to the terms, conditions and exclusions of this policy.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

4. Errors and Omissions Clause A

It is hereby agreed and understood that the Insured's interest and benefit shall not be prejudiced by any unintentional delay, error or omission in reporting sum insured, insurable interest, conveyance or voyage information or in reporting any change of the carrying conveyance provided that such delay, error or omission shall be reported to the Insurer as soon as practicable after knowledge thereof, and the Insured shall pay an appropriate additional premium upon request by the Insurer.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

5. Theft, Pilferage and Non-Delivery Clause

To cover loss of or damage to the insured goods on the insured value caused by:

- (1) Theft and/or pilferage;
- (2) Non-Delivery of entire package;
- (3) Loss or damage for which the liability of the Shipowner or other party concerned is exempted by the Contract of Carriage.

The Insured shall take delivery in good time and no claim shall be admitted unless survey shall have been applied for within 10 days after taking delivery in case of theft and/or pilferage and the Certificate of Non-Delivery obtained from the party concerned in case of Non-delivery of entire package.

The Insurer is entitled to any amount recovered from the Shipowner or other parties concerned in respect of such losses up to the amount paid by the Insurer in respect of the loss.

This Clause is the rider of Cargo Transportation Insurance named in the Policy (hereinafter refers to "main insurance"). The force of scope of cover under this clause is restricted by Exclusions of the main insurance; as to matters not referred to in the rider, the main insurance shall be paramount.

6. Temporary Storage Clause (60 days) (The limit of liability for per accident is RMB 5 million)

It is agreed and understood that this insurance shall be extended to cover the insured goods during stored at the public storage site or other designated warehouse for temporary storage. The agreed temporary storage period shall not exceed 60 days named in this Policy counting from the day of goods' arrival at the storage site and such period shall be calculated continuously without interruption. The peril covered under this Policy is subject to Property All Risk Insurance Clause of Ping An Property & Casualty Insurance Company of China, Ltd.

However, any loss of the insured goods caused by the following perils during storage shall not be covered: expropriation, weight, quantity and quality, packing, sample, loading and unloading, stowage and distribution.

It is warranted by the Insured that the warehouse used for temporary storage must fulfill the criterion of the first-class building, namely, its roof, outer and inner wall shall be build by brick, stone, reinforced concrete, air brick, solid brick or flag and the in-house floorboard, stair and operation flat roof must be build completely by incombustible materials and equipped with 24-hour safety measures and sets.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

7. Clash and Breakage Clause

To cover risks of breakage and clash during the course of transit caused by shock, collision or press of the insured goods.

This Clause is the rider of Cargo Transportation Insurance named in the Policy (hereinafter refers to "main insurance"). The force of scope of cover under this clause is restricted by Exclusions of the main insurance; as to matters not referred to in the rider, the main insurance shall be paramount.

8. Hidden Loss Clause (90 days)

It is hereby agreed and understood that in the case of packed goods which are left in their packing until a later date, the Insurer shall be liable for the hidden loss discovered when they are unpacked if such loss is falling to the cover. However, the goods shall be unpacked and inspected within 90 days since their arrival at the final destination and no sign of damage is visible. If any sign of damage is visible, the goods shall be unpacked immediately for inspection.

The regulations aforesaid about unpacking and inspection within 90 days and sign of damage shall not be applied to electric apparatus which can be inspected to determine whether the damage happening in transit or not when electrified or under normal operational environment, such as relay or other apparatus alike.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

9. Institute Classification Clause 01/01/2001

Eligible vessel

1. The insurance agreed in this Policy or open policy and the premium of Marine Transportation Insurance apply only to the goods carried on the steel self-propelled vessel that joins in the following classification societies:

1.1. member of the International Association of Classification Societies (IACS)

1.2. Flag classification societies defined in 4 below provided that such vessel only engages in coastal transportation of the country (including the transportation between islands and islets affiliated with the country).

Cargo carried on a vessel not falling into the classification said shall be notified to the Insurer immediately and a consent of the Insurer to the premium and conditions is required. The coverage for loss occurred before the agreement arrived between the Insurer and Insured shall be subject to the feasible scope according to the reasonable market rate and clause.

Age of Vessel Restriction

2. For goods carried by the eligible vessel above, if the age of the carrying vessel exceeds the restriction below, this Policy or open policy shall hold in force on the premise of extra premium being paid by the Insured:

Age of bulk cargo ship and all-purpose cargo ship exceeds 10 years; age of other vessel exceeds 15 years, unless:

2.1. Age of vessel engaging in fixed and regular grocery trade transportation between given ports does not exceed 25 years, or

2.2. Age of container ship, roll-off ship or bivalve ringent portal jib vessel that engaging in fixed and regular trade transportation between given ports does not exceed 30 years.

Lighter Clause

3. This clause does not apply to the lighter used for loading and unloading operation in the port area.

Flag Classification Societies

4. Flag classification societies refer to the vessel belongs to its home classification societies.

Obligation of Immediate Notification

5. It is required that the Insured shall notify the Insurer immediately and the Insured's right to obtain payment depends on whether he/she fulfills the obligation aforesaid.

Law and Practice

6. This insurance shall be governed by the laws of the Britain and actual operations.

10. Marine Cargo Insurance (50/50) Clause

It is agreed and understood that the Insured is requested to:

1. Inspect the materials and equipment for possible damage incurred during transit upon their arrival at the contract site. In the case of unpacked goods where damage is evident such damage is to be reported under Marine Cover,

2. In the case of packed goods which are left in their packing until a later date, the packing is to be usually inspected for signs of possible damage to the goods. If any sign of damage is visible, the goods themselves are to be reported under the Marine Cover.

3. When the Packing of the goods manifests no sign of damage and the goods are therefore left packed, any damage discovered when they are unpacked will be assumed to have occurred during transit unless there is clear evidence from the nature of the damage that it could only have occurred after expiry of the marine insurance.

4. If, however, no clear evidence can be deduced as to when the damage was caused, the settlement of the loss will be shared equally between marine insurance and this insurance.

It is further agreed that in the event of the excess under the Policy, being different from the excess under the Marine Insurance Policy in settling claims as described above, each Insurers shall deduct 50% of its appropriate excess from its 50% share of the adjusted claim.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

11. Ocean Marine Cargo War Risks Clause

Article 1. Scope of Cover

This insurance covers :

- (1) Loss of or damage to the insured goods caused directly by or consequent upon war, warlike operations, hostile acts, armed conflicts or piracy;
- (2) Loss or damage caused by capture, seizure, arrest, restraint or detainment arising from the events in (1) above;
- (3) Loss or damage caused by conventional weapons of war including mines, torpedoes and bombs;
- (4) Sacrifice in and contribution to General Average and Salvage Charges arising from the risks covered hereunder.

Article 2. Exclusions

This insurance does not cover:

- (1) Loss, damage or expenses arising from any hostile use of atomic or nuclear weapons of war.**
- (2) Any claim based upon loss of , or frustration of , the insured voyage caused by arrest, restraint or detainment by any executive authorities, authorities in power or any other armed groups.**

Article 3. Commencement and Termination

(1) This insurance attaches from the time the insured goods are loaded on the seagoing vessel or lighter at the port of shipment named in the Policy until discharged overside from the seagoing vessel or lighter at the port of destination named in the Policy. If the insured goods are not discharged therefrom, the longest duration at the port of discharge shall be limited to fifteen (15) days counting from midnight of the day of the vessel's arrival at such port. Anchoring, mooring or securing at berth or place within the harbor shall be deemed as the vessel's arrival. In the absence of such berth or place, the vessel's arrival refers to the vessel's first anchoring, mooring or securing either at or off the intended port or at near the place of discharge.

(2) In case of transshipment at an intermediate port, regardless of whether or not the insured goods are unloaded, the longest duration of this insurance at such port of transshipment shall be limited to fifteen

(15) days counting from the midnight of the day of the vessel's arrival at the such port or place of discharge. However, this insurance shall reattach when the insured goods are loaded on the oncarrying seagoing vessel.

(3) If the contract of affreightment is terminated at a port or place other than the destination named in the Policy, such port or place shall be deemed as the destination under the Policy and this insurance shall terminate according to (1) above; if the insured goods are to be reshipped to the original or any other destination, this insurance shall reattach when the insured goods are loaded on the oncarrying vessel provided notice is given to the Insurer and an additional premium is paid prior to the commencement of such further transit.

(4) This insurance shall remain in force during any deviation, change of voyage, variation of adventure arising from the exercise of a liberty granted to the ship-owners under the contract of affreightment subject to immediate notice to the knowledge of the Insured.

Note:

This Clause is the rider of Ocean Marine Cargo Insurance (hereinafter refers to "main insurance"). In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

12. Air Transportation Cargo War Risks Clause

Article 1. Scope of Cover

This insurance covers :

- (1) Loss of or damage to the insured goods caused directly by or consequent upon war, warlike operations, hostile acts or armed conflicts;
- (2) Loss or damage caused by capture, seizure, arrest, restraint or detainment arising from the events in (1) above;
- (3) Loss or damage caused by conventional weapons of war including bombs.

Article 2. Exclusions

This insurance does not cover:

- (1) Loss, damage or expenses arising from any hostile use of atomic or nuclear weapons of war.**
- (2) Any claim based upon loss of , or frustration of , the insured voyage caused by arrest, restraint or detainment by any executive authorities, authorities in power or any other armed groups.**

Article 3. Commencement and Termination

This insurance shall attach from the time the insured goods are loaded on the aircraft at the place of shipment named in the Policy until discharged from the airplane at the destination named in the Policy. If the insured goods are not discharged therefrom, the longest duration of this insurance allowable on the insured goods upon arrival at the destination shall be limited to fifteen (15) days counting from midnight of the day of their arrival at the destination. In case of transshipment at the intermediate airport, the longest duration of this insurance at such airport shall be limited to fifteen (15) days counting from midnight of the day of the aircraft 's arrival at such airport. However, this insurance shall reattach when the insured goods are loaded on the oncarrying aircraft.

Note:

This Clause is the rider of Air Transportation Cargo Insurance (hereinafter refers to "main insurance"). In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

13. Overland Transportation Cargo War Risks Clause (By Train)

Article 1. Scope of Cover

This insurance covers :

- (1) Loss of or damage to the insured goods caused directly by or consequent upon war, warlike operations, hostile acts or armed conflicts;
- (2) Loss or damage caused by conventional weapons of war including mines and bombs.

Article 2. Exclusions

This insurance does not cover:

- (1) Loss, damage or expenses arising from any hostile use of atomic or nuclear weapons of war.**
- (2) Any claim based upon loss of , or frustration of , the insured voyage caused by arrest, restraint or detainment by any executive authorities, authorities in power or any other armed groups.**

Article 3. Commencement and Termination

- (1) This insurance attaches from the time the insured goods are loaded on the railway wagons at the place of shipment named in the Policy until discharged overside from the wagons at the place of destination named in the Policy. If the insured goods are not discharged therefrom, the longest duration of this insurance allowable on the insured goods at the destination shall be limited to 48 hours counting from midnight of the day of train's arrival at such place.
- (2) In case of transfer at an intermediate place, regardless of whether or not the insured goods are unloaded, the longest duration of this insurance at such place of transfer shall be limited to ten days counting from midnight of the day of the train's arrival at such place. However, this insurance shall reattach when the insured goods are loaded on the oncarrying train within the above ten (10) days.
- (3) If the contract of affreightment is terminated at a place other than the destination named in the Policy, such place shall be deemed as the destination under the Policy and this insurance shall terminate according to (1) above.

Note:

This Clause is the rider of Overland Transportation Cargo Insurance (hereinafter refers to "main insurance"). In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

14. Cargo Strike Insurance Clause

Article 1. Scope of Cover

Whereas the Cover against the Risks of Strikes is incorporated herein as indicated, this Policy undertakes to indemnify for loss of or damage to the goods hereby insured directly caused by acts of strikers, locked-out workmen or persons taking part in labour disturbances, riots or civil commotions or by malicious acts of any person or persons whomsoever and sacrifice in and contribute to General Average and Salvage Charges arising therefrom.

Article 2. Exclusions

This Policy does not cover loss of or damage to the insured goods arising from the absence or shortage of or incapability to employ labour during the time of strikes including damage to refrigerated goods attributed to the stoppage of refrigerating machinery caused by lack of power or fuel arising from the above.

Note:

This Clause is the rider of Cargo Transportation Clause (hereinafter refers to “main insurance”). In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.

15. Transit Termination Clause (Terrorism)

1. It is hereby agreed and understood that notwithstanding anything contained herein to the contrary, this insurance shall terminate in the following situations in case of the property insured hereby against faced with risk due to the act of any terrorist or act of any person out of political motive during the normal transport:

(1) In accordance with the transit provisions of the Policy;

(2) The property insured arrives at the consignee’s or other final warehouse or storage at the destination named in the policy;

(3) The property insured arrives at the warehouse or storage at the destination or other place designated before the destination for the purpose of distribution, dispensing or storage besides normal voyage transition;

(4) For marine transport, on the expiry of 60 days counting from the day of the good’s discharge from the vessel at the final port of discharge;

(5) For air transport, on the expiry of 30 days counting from the day of the good’s discharge from the aircraft at the final airport of discharge;

Whichever shall first occur.

2. In case of overland or other subsequent transport of the insured property after storage or termination above definitely stipulated in this policy or provisions, this insurance shall come to in force during the normal transport provided that the situations aforesaid in 1 terminate.

3. This insurance is governed by the law and precedent of Britain.

In case of any conflict between the provisions of the main insurance and the rider, the provisions of the rider shall be paramount. As to other matters not referred to in the rider, the main insurance shall be paramount.