BILL OF LADING - TERMS AND CONDITIONS

DEFINITIONS "Carriage" means the whole or any part of the operations and services undertaken or performed by the Carrier in respect of the poots covered by this Bill of Lading. Carrier" means the company stated on the front of this Bill of Lading as being the Carrier and on whose behalt this Bill of Lading.

"Carrier" means the company statistic on the front of this Bill of Lading as being the Carrier and on whose behalt this Bill of Lading has been issued. " "Darges" includes freight and all expenses and money obligations payable to the Carrier in accordance with the applicable "Thin the Bill of Lading and any other obligations due as per the cashins of the port." "DOSA" means the Carriage of Caosito ty Sea Act of the Milled Statist of America approved on 16th April 1936, as amended. "Dotations" means the Carriage of Caosito ty Sea Act of the Milled Statist of America approved on 16th April 1936, as amended. "Dotations" includes any other obligation due to the Statist of America approved on 16th April 1936, as amended. "Container" leaded as y ordinative fit act activity. The April Application and the Application and the Application of the Application and the Application of the Application of the Application of the Application and the Application of the Application of the Application and the Application of Application of the Application of Application of the Appli

"Rigge-Veight Rules" means the Hague Rules as amended by the Protocol signed at Brusses on 2004 retranzy uses, as amended. "Holder" means any Person being in possession of this Bill of Lading to or in Whom rights of suit and/or liability under this Bill of Lading have heat instruction of veights. "Lading have heat instruction of the Bill of Lading, any person having a present of future interest in the Goods or mini-entities to the possession of the Goods or this Bill of Lading, any person having a present of future interest in the Goods or mini-person acting on behavior that and the Coods or this Bill of Lading, any person having a present of future interest in the Goods or mini-person acting on behavior this Bill of Lading, and for the fulfilment of al and any Merchant's undertakings or obligations defined in this Bill of Lading, and the the Bill of Lading and for the fulfilment of al and any Merchant's undertakings or obligations "Prof to Port Stigment" arises where the Pitace of Beologi and the Pitace of Neiley are not indicated on the fortor of this information of the Pitace of Reelacy of the Pitace of Beologi and the Pitace of Delivery are not indicated on the fortor of this normalized on the Pitace of Reelacy of Interest on the Reelacy Olivery on the fortor head space or spot within the tera of the port on minimided."

nomination of the Place of Receipt of the Place of Delivery on the tront herear specing any place to spav multial use area on use pur-"Package of Shypering Life." Includes finghted and and the serier "unit" sued in the Hague Rules and Hague-Yisby Rules. "Package of Shypering Life." Includes finghted and and the serier "unit" sued in the Hague Rules and Hague-Yisby Rules. "Sub-Contractors" Includes the owners, hower levels on any Veset, stewards receives, hower levels, source level sub-Contractors includes the owners, hower levels on the Carried received or indirectly the type Rules, and other independent of Carrier's obligations hereunder, and including sub-contractors of any degret. "Kessel" means any water torms cart lace of the Carriage uncerts field of Lacing which may be a feeder vesset, an ocean "Terms and Conditions" means all terms, rights, defenses, provisions, conditions, exceptions, limitations and liberties hereof.

2 CHREEN STARTE The provision for be Carrier's applicable Tartif, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or bis agents upon request, where applicable, from a government body with whom the Tartif has been filed. In the case of inconsistency between this Bill or Landing and the applicable Tartift, Bill Bill Landing shall prevail.

WARRANTY
 In Agreening to these Terms and Conditions, the Merchant warrants that 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 or any Person who has a present or future interest in the Goods and this Bill of Lading, and is therefore liable for any and all Charges and Duties in connection with the Goods.

4. NEGOTIABLITY AND ITLE TO THE GOODS 4.1. The still of Lading data for non-registable varies mode out "to orde" in which event it shall be negotiable and shall 4.2. The still of Lading data for ministic eventers of the lading in a hope by the Good investment excited. 4.2. The still of Lading data for prints date versions of the lading in a hope by the Correl of the Goods series described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third part admin good faith.

consideration to a third party acting in good faith. C. CERTAN (RING): AND DAMINITIES CONT THE CARBER AND OTHER PERSONS 5.1. The Carrier shall be entitled to sub-contract on any Terms the whole or any part of the Carriage. 5.2. The Merican functions but not call on an origination table to made against any Person or Vessel whatboever, other than the Carrier, including, but not limited b, the Carrier is serviced to regently, any independent contractor and his servants or agents, which imposes a callensts to impose upon any such Person or Vessel any isolation whether the Carrier significant of the Carrier agents and the Carrier agent and the carrier agents and the carrier and the carrier than the Carrier significant of any ensures. The term of Window previous the term of the Carrier agents and the servants or a which imposes and the carrier agents and the servents and the servents on white the beath of all carrier, the carrier agent and the carrier agent and the servents and the servents on the term of the carrier carrier, the carrier agents to impose any such Person or Vessel any isolation and vessel and have the beath of all on the Carrier, and if any calling the term of the carrier agent at any carrier on trustee to reach Persons and Vessel and have the beath of all one carrier, the term of the provision site (see all to the carrier to the carrier agents at any carrier to instant) and the servent and the term of the servent and the ser

Lading. 5.4. The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

5.4.^(m) The defines and limits of lability provided for in this Bill of Lading shall apply in any action against the Carrier whether the action be found in fountact on in ord.
6. CARRET'S RESPONSELITY
6.1. CARRET'S RESPONSELITY
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6.2. The Carrier shall not be responsible to any tult of the Parsons involved in the navigation or management of the Vessel in the Kay Case (SC) and SCA and SCA

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(c) If it is established that loss of damage occurred during the port to port lo-ger Clause 6.2.2 apply. (d) If it is established that loss of damage occurred during the port-to-port leg for reasons stipulated in Clause 6.2.3

(b) If it is established that loss or damage occurred during the port-hoort lag for reasons signidated in Clause 62.3 applied. So clause 62.3 applied. The work that part of the Multimodal Transport is a signment to or from the USA and the damage to or loss of the docd socurs at the time between the leading at the Port of Lossman (and the Garbarge, ILS COSA, also applies before the loaded on or after they are discharged for the USA and the damage to or loss of the Ord Ol Socurate (as the Lord To and the Cost of Lossman, ILS COSA, also applies before the loaded on or after they are discharged from the uses of the USA and applied to the USA and the damage to any or the USA and applied to the USA and the damage to any or any or the USA and the damage to any or the USA and the USA and the damage to any or the USA and the USA and the damage to any or the USA and the damage to any or the USA and the damage to any or the USA and the damage to any o

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In the ben issued in a country in which the Hague Rules apply, the Carrier's tability shall not exceed G&P 100 per Package or unit. 7.1.2. US DOSA. Notwithstanding any of the torgening to the contrary, in the event that suit is brought in a count in the USA and such court. To the Carrier's tability of the contrary, in the event that suit is brought in a count in the USA and such court. To the USA and such courts in the USA the results of the contrary is the event that suit is brought in a count in the USA and such courts are loaded on and after they are discharged from the USA. The results of the the USA beam such as the nature and value of the Excellence the Ecods are not shollowed in package. USS Do per contrary they that units the nature and value of the Excellence the Ecods are not shollowed in calcage. USA So Do per contrary they that units the nature and value of the Excellence the Ecods are not shollowed in calcage. USA So Do per contrary they that the the Excellence the Excellence the Ecods are not shollowed in calcage. USA So Do per contrary they the USA and such of the Excellence the Ecods are not shollowed in calcage. USA So Do per contrary they that and value of the Excellence the Ecods are not shollowed in calcage. USA So Do per contrary they that units the field of the Excellence the Excellence that the Ecode the Ecode that they are table of the theory and sad 1.3. Delay and they are they they that be limited to the field applicable to the relevant stage of the transport. It is hereby agreed (a) Ubless expressival applies, the Carrier does not unitable that the Carrier shall not be liable for any loss or damage cases by delay. (b) Individue the the the Ecode the meth the Carrier does in the their the Carrier shall not be liable for any loss or damage cases by delay. (b) Individue the the Endet applicable to the external the Carrier shall not be liable for any loss or damage cases by delay. In delay the Ecode form and the origin applicable to the external function the carrier sha

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7.17. Table, etc.
17.17. Back, etc.
18. is agreed that superficial tust, oxidations or any like condition due to moisture, is not a condition of damage but is inherent to the nature of the Goods and advonvide/generic of recept of the Goods in apparent good order and condition is not a regresentation that such conditions of nucl, advolation or the like did not exist on recept.
17.18. Molece of Lass or Damage
17.18. Molece of Lass or Damage
18. The Carrier shall be demined prime to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage but the Dise is presentationed. The Privace of Lading unless notice of loss of, or damage but the Dise of Delivered below and the line of remained the Docds and Events of the description the carrier of the Dise is presentationed. The Privace Other alther their or remained the Docds of the Privace of Lating or Deliver and the line of the condition of the carrier shall be there or the Privace of Lating or damage is not apparent, within three (3) consecutive days the events to believe privated and the Disk of Deliver and the line of the town of the Condition of the condition of the condition of the disk of the condition of the delivered of the Delivered the Delivered the Delivered of the Delivered town of the Docds of the Privace Delivered and the Internet of the Delivered of the Delivered table.

7.19. Time tar The Carrier shall be discharged of all liability unless suit is brought in the proper forum and written notice thereof received by the Carrier within rine months after delivery of the Eodos or the date when the Eodos should have been delivered. In the event this such time period table found contrast to any convention or nais computationity applicable, the period prescribed by such convention or law shall then apply but in that croumstance only. 7.1.10. Scope of Application and exclusions: Bilaetties of whotever nature provided for in this Bill of Lading shall govern in any action applies the Carrier for two or demage or delay, howsever occurring and whether the action be founded in contract or in thot.

any acti or in tor or in brd. (i) Save as otherwise provided herein, the Carrier shall in no circumstances whatsover and howsoverer arising be liable for direct or indirect or consequential kos or damage or toos of profits, unless it is established that the Carrier himself abde with the intert to case seturange, or repoketsy and with incovelege that frames would probably result. The Merchant shall indemnify the Carrier against any customs liabilities even if caused by loss of the Goods.

the Carrier against any column liabilities even if caused by loss of the Goods.

4. MICOMART SERVORSULTUY
A. MILECOMART SERVICE AND A MILE

caused by or as a result of elisis, including the reasonable legit expresses and costs of recovering the costs incurred and interest thereon. 8.4. The the Chicken that the obsets of the Gods act out on the lace hereod are furnished by the Merchant and the Merchant adjust continue many strainable legit and the cost act out on the lace hereod are furnished by the Merchant and the Merchant adjust continue marks, numbers and values are correct. 8.5. The Merchant undertakes that the Goods are packed in a mamer adsquade to withstand the ordinary risks of Carriage behavior greated the Instatus and an comparison with all laws, regulations and regularements which may be sophicable. 8.5. The Merchant undertakes that the Goods are packed in a mamer adsquade to withstand the ordinary risks of Carriage behavior greated the Instatus and an comparison with all laws, regulators and regularements which may be sophicable. any property or person whichstower shall be tendered to the Carriage without the Carriage strange and the cost is expressed consent in writing any property or person whichstower shall be tendered to the Carriage without the Carriage strange and the cost is expressed consent in writing any property or person whichstower shall be tendered to the Carriage and the Carriage the cost is expressed consent in writing any stranger the there is and character of any such articles and so as is comply with all applicable laws, the cost of the cost of any such articles ind so as is comply with all applicable laws, the cost of the cost of any person acting on the behavior of dargenous, influence the fourther, the same mark 2.7. The Merchant shall be like the thes, damage, contamination, costing, determing or fourtion and and the carriage of the Merchart or any person acting on the behall or of which the Merchart is of the wires responsible. Carriage the Merchart or any person acting on the behall or of which the Merchart is of the wires responsible. Carriage the Merchart or any such artificable and whold beli

Lattriet, Any such information shall not constitute any declaration of value of the usobs and shall in no way increase cattrer 1 9.0. The Mercinet shall defend, indemly and hold harmsets the Carrier aparts any loss, damage, claim, liability or expense whatsoever arising from any treach of the provisions of this clause 8 or from any cause in connection with the Goods for which the Carrier is not reportable.

CONTAINERS

UNI WHERD 9.1. Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods. 9.2. The terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier in connection with arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

9.3. If a Container has been stuffed by or on behalf of the Merchant 9.3.1. The Carrier shall not be liable for loss of or damage to the Goods

9.3.1. The Carrier shall not be liable for liss of or damage to the Goods (a) caused by the manner in which the Container tasks been studied; (b) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the unstability of the Container tasks been studied; (c) caused by the Unstability of the Container tasks being the Container tasks been studied; (c) caused by the Unstability of the Container tasks been studied; (c) caused by the Unstability of the Container tasks been studied; (c) caused by the Unstability of the Container tasks been studied; (c) caused by the Unstability of the Unstability of the Container tasks been studied; (c) caused by the Unstability of the Container tasks been studied; (c) caused by the Unstability of the Container tasks been studied; (c) caused by the Container tasks been studied; (c) caused by the Unstability of the Container tasks been studied; (c) caused by the Container tasks by the Container tasks been studied; (c) caused by the Container tasks by t

containe². 9.3.2. The Merchand shall defend indemnity and hold hormless the Carrier against any loss, damage, claim, liability or expense whatsever from one or more of the matters covered by 9.3.1(b)(b)(c)(d) above 9.4. Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under any obligation to provide a Container, in the absence of a written request to the contrary, the Carrier is not under any obligation to provide a Container of any particular type or quality.

To TEMPERATURE CONTINUEE CARGO 10.1 TEMPERATURE CONTINUEE CARGO 10.1. The Mechanic undertakes not how bindle for transportation any coaces which require temperature control willing the temperature control of the temperature of the temperature of the temperature of the temperature control will be temperature the Merchanic or a person adiago in the beging the temperature of the temperature reque to be maintered and in the coase of a temperature controlled Container stuffed by or on behalf of the Merchanit rather undertakes that the Container that been properly un-coaled, that the doots have been properly during in the Container and that is thermosticat control have been if the above requirements are not compiled with the Carrier stall not be liable for any loss of or damage to the Goods caused by such non-complement.

If the above requirements are not complexed with use users to be more to they wave as a sub-sub-not complicate about not that refrigerated Containers are not designed : 102. The Merchant should note that refrigerated Containers are not designed : 02. The Merchant about not be responsible for the consequences of cargo being presented at a higher temperature than that required for the Carrier shall not be responsible for the consequences of cargo being presented at a higher temperature than that required for the

Larrer stall not be responsible for the consequences of cargo beng presented at a higher temperature than that request for the carriage, non-10.22. I hold the Control hunding levels, abled a setting foreign scale, in the hunding's indiversed by many soletmal 10.32. The term "agnetic processing of the consequences of any intered level of hunding inside any Container, enforced on the control hunding levels, abled a setting foreign scale. In the hunding inside any Container, enforced on the control hunding level of the container of the setting of the context scale and the context are breaked and the control hunding level of the container of the context scale and the context of carriage and stall have to inability heating level of the container doods are interested to boots which require control and the reliance of the context scale of the context scale and the context scale of carriage and stall have to inability heating level of the contained to cools are interested to contain the container. 10.3. The term "advection of the context scale is the context scale of th

11. INSPECTION AND DISPOSITION OF 6000S 11.1. The Carrier or any preson authorised by the Carrier shall be entitled, but under no obligation, to open any Container or Package at any time and to inspect the Goods.
12. If appears at any time, in the sole judgment of Carrier, that the contents of the Container or any part thereof cannot astley or properly be carrier or carrier to three, in the target of the Container or any part thereof cannot relation to the Container or its contents or any part thereof, the Carrier may at the sole risk and openses of the Merchant abandion the transportion thereof and/or tables ary measures and/or nor any reasonable additional opense or table additional openses or table benchmart abandion the Carrier are to store the same ashner or raiked under cover or in the open, at any place, which storage shall be deemed to constitute dee delivery under the Biol Lodain, The Herchant shall indeminity the Carrier any place, which storage shall be deemed

to uninsume due terrery unes into on or chang, international site international or cannot a particular a second 113. The Carrier is not responsible for admage or tests to chanter or its content senting from inseguritor by customs or other autorities and Merchant shall be responsible for any expenses, costs, fines, or penalties incurred as a result of such respection or otherwise. 11.4. The Carrier in exercising the liberties contained in this Clause shall not be under any obligation to take any particular 11.4. The Carrier in exercising the liberties contained in the clause shall not be under any obligation to take any particular 11.4. The Carrier in exercising the liberties contained in this Clause shall not be under any obligation to take any particular 11.4. The Carrier in exercising the liberties contained in this Clause shall not be under any obligation to take any particular 11.4. The Carrier in exercising the liberties contained in this Clause shall not be under any obligation to take any particular 11.4. The Carrier in exercising the liberties contained in the clause shall not be under any obligation to take any particular 11.4. The Carrier in exercising the liberties of the contained in the clause shall not be under any obligation to take any action of take of adom under this

2. AMTERS AFFECTING PERFORMANCES If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind including the condition of the Goods, whensever and howscever arising (whether or not the Carriage has commenced) the control of the State of Carriage has commenced by the Discharge or Piece of Delayer, whichever is agolicable, by an alternative route to that indicated in this Bill of Ladio put that which is supported by the Whethever is agolicable, by an alternative route to that indicated on the Bill of Ladio put that which is used and on the Whethever is agolicable, by an alternative route to that indicated on the Bill of Ladio put that which is used and on the Whethever is agolicable by an alternative if the Carrier dets to involve the terms of this Clause, he shall be entitled to charge such additional Freight as the Carrier may determing.

determine; or 122. Suspend the Carriage of the Goods and store them ashore or afloat under these Terms and Conditions and endeavour to forward them as soon as possible, but the Carrier makes no representations as to the maximum period of suspension. If the Carrier elects to involve the terms of this clause, he shall be entitled to charge such additional Fregit and costs as the Carrier

Burdler diedets is inhome into most this clause, he shall be entitled to charge such aussionan regim was seen and any determine.
12.3. Abardon the Carriage of the Goods and place them at the Merchan's disposal at any place or port which the Carriar may determine.
12.3. Abardon the Carriage of the Goods and place them at the Merchan's disposal at any place or port which the Carriar may determine.
12.3. Abardon the Carriage of the Goods and place them at the Merchan's disposal at any place or port which the Carriar may determine.
12.4. The transmitted the formation of the Goods and place the Merchan's disposal that any any additional costs under the Clause.
12.4. The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person purporting to at as on behalf of such government or authority.

13. MEHODS AND ROUTE OF TRANSPORTATION 13.1. The Carrier may at any time and without notice to the Merchant: use any means of transport or storage whatsoever; load or carry the Goods on any Vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including translipping or carrying the same on another Vessel than that named on the front hereof or up any other means of

transport whatsover: at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any mamer whatsovery moced at any speed and by any route in his discretion (whether or not the nearest or most or sustainary or advertised route) and provide to stray at any place whatsover once or more differ and in any unrequence at any place whether or not the place is a put named on the hort here at its the intended info of Leading or tables of the stray at any place whether or not the place is a put named on the hort here at its the intended info of Leading or tables of the stray at any place whether or not the place is a put named on the hort here at as the intended insurance on the convergence employed by the Carner the right to give orders or directions; permit the vesse to prove the stray of the stray of whole of the carner the right to give orders or directions; permit the vesse to prove the stray of the stray of the stray of the stray in the vesse to any investor. Goods of the stray of the stray of the stray in the vesse to any investor. Goods of at links, Goods of at links, diagneous or otherwise, contraband, explosiver, munitions or warkies stress and sail at and or marmed.

within the contractual Carriage and shall not be a deviation of whatsever nature or degree. ". — CPTIONAL STONGAE-DECK CARGO AND ILESTOCK 11.1. Goods may be consolidated by the Carriar with other Goods in Containers. 12.2. Goods of may be consolidated by the Carriar with other Goods in Containers. 12.3. Goods of may be consolidated by the Carriar with other Goods in Containers. 13.4. Goods of may be consolidated by the Carriar with other Goods on the particular deck. The carriar galance to the required barriar and such stronge shall not be a deviation of whatsaveer nature of degree unless on the reverse side hereof it is a not, may be consolidated by the Carriary being the constraint of the Carriary being on tack. Subject to charge 18 and clause 18 and clause 19 to note, mark or stamp on the Bill of Lading any distament of such Carriarge being under Sch. Carriar galance that the continners of boods the target constraints of the Lagan-Bill or any the lagan-Bill or any the lagan bill on the stamp of the Carriary being being on the constraints such that be continners of the Thank to carriary being being the lagan-Bill or any the lagan-Bill on the lagan Bill on the statement of the Bill of Lading. 14.3. Cooks (on the Discost Stove) containers other than Iball or a size of indevice Valence of the Haraventhines and the lagan Bill on the statement of the Bill of Lading. 14.3. Cooks (on the Discost Stove) containers other than Iball or a size of indevice the lagan-Bill on the terretoristic size of the ange Undevice the Ibal and the lagan Bill on the statement of the State

15. ISPS Code 5.1. The Me

LISPS Code 5.1. The Merchant must comply with the requirements of the LSPS Code. If the Carrier is held liable by any State Authority or any other third party the Merchant. any other third party the Merchant. and the LSPS Code in Merchant. Section 2014 (1996) and the LSP Code in the Authority of the LSP Code in the Authority or any other that any other and the LSP Code in the LSPS Code in the LSPS Code in relation to the Merchant's Gode. 15.3. The Carrier is entitled to deviate the vessel to a different port and to fund the LSPS Code in relation to the Merchant's Gode. 15.4. The Carrier is entitled to deviate the vessel to a different port and to unload the Gode there if the authorities in the Port of Discharge hair on measured his (whi dischard autority according the NSP Code after the Code have been loade. 15.4. The Marchant undertakes to complexate any according the Step Code after the Code have been loade. 15.4. The Marchant undertakes to complexate any according the Step Code after the Code have been loade.

6. DELIVERY OF GOODS

DEUXERV of GOODS If delivery of Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice the remover from a Container that to boods or that part here of stuffed in or on a Container and to barve focods or that part hereora store, and/or, in the open or under cover at the sole risk and an or obscore that the Starte Starl Carsitule due delivery hereunder, and thereupon the lability of the Carsiti in respect of the Goods or that part here starle carsitor, and thereupon the lability of the Carsiti in respect of the Goods or that part here starle carsitor.

17. DANGEROUS GOODS

1. DMESENUG GODDS 17.1. No goods which are or may become hazardous, dangerous, inflammable or damaging (including radioactive materials), shall be feathered to the Carrier for Carriage without the seyness consent in writing, and without the Container as well as the Goods themselves their globaticity marked on the outside so as to include the nature and character of any such Goods and so as to comply with any applicable laws, regulations or regularements. If any such Soods are delivered to the Carrier without inflammable or damaging nature, they may at any time be destroyed, disposed of, dawatoned, or rendered harmless without compensation to the Marchant. Here, may at any time be destroyed, disposed of, dawatoned, or rendered harmless without compensation to the Marchant. The the Goods are sufficiently packed in compliance with all laws or regulations and regularements with regard to the nature of the Goods. Some the Carriage of sub Coods. 17.4. Nothing contained in this Clause shall deprive the Carrier of any of his rights provided for elsewhere.

19. <u>GB/ERGL AVEAGE</u>
 19. <u>The Form of declars General Average which shall be adjustable according to the Vior/Anthemp Rules of 1974 as amended at any place at the option of the Carrier and amended Jason Clause as aporved by BMOD is to be considered as nonportable therein and he Merchart hall provide sub-scale constraints of the Carrier in respect of any clause sub-scale and the section and the Merchart shall defend, indemnity and hold harmless the Carrier in respect of any clause security as may be required by the Carrier in this connection.
 19. The Carrier shall be under no bilgation to take any steps whatbeever to collect security for General Average contributions due to the Merchart.
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13.3. The Lame shall be used in to obligation to take any steps winableed the Collect security for userial invertige controlutions due to the Merchant.
 210. FIEGET, EXPENSES AND FEES
 211. Full Fraget shall be payable based on particulars furnished by or on behalf of the Merchant. The Carrier may at any time grant the Goots of Contained Statistics and the Merchant statistics and the statistic security for userial main terms at any time grant the Goots of Contained Statistics and the Merchant statistics are incorrect the Merchant. The Carrier may at any time grant the Goots of Contained Statistics and the control of the Goots of the Carrier and shall be paid and non-refurctable in any event.
 212. All frequencies and the correction of the Nethod Ladding of Olicsharge or the Flace of Records of the Goots of the Carrier and shall be paid in this to paid and non-refurctable in any event.
 214. The Hardinari statistics of anomal the statistication concering currency in which the Fragiti the base grant face of the Carrier and the origination of Discharge or the Flace of Record or Discharge or

LEN The Carrier shall have a lien on the Goods and any documents relating thereto to all sums payable to the Carrier under this contract and for general average contributions, to whomsoever due. The Carrier shall also have a lien against the current Holder on the Goods and any documents relating thereto for all sums due from him to the Carrier under any other contract. In any event, any lien shall leatend to over the cost of encore the sums due and for that pupped the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant.

22. WRIATION OF THE CONTRACT. No servent or agent of the Carrier shall have power to weive or vary any of the Terrise hereof unless such weiver or variation is Carrier so to weive or vary.

. APRIC A CAUSE: In case of a Nutlimodal Transport Carriage to or from the continent Africa, the responsibility of the Carrier prior to lading and subsequent to discharge of the vessel at a port in the contenction of Africa, northwithstanding any other provisions to the contrary in the Bill of Lading, Said Ibe: on the the tops of dranage accurate is isomen and the Carrier has au-contracted that steps, the Currer shall have the full beam of all offset. In this case, and exclasions of lability available to such subcontractor and in the contract between the Larrer and such accurate. The currer shall not exceed the annount recovered, I any, by the Carrier from such ab-contractor. (2) all other cases the Carrier and such accurate northwise and how the Carrier shall on a low the Carrier and such accurate northwise and how the currer shall not exceed the annount recovered, I any, by the Carrier from such ab-contractor.

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Law ANU Johksub. 100 Med herein any cleim or disquete arising under this Bill of Lading patha lae powerned hy the laws or theng Konzy and Verstmeinel in the Hong Ang Caruts to the excision of the justiced from of the Caruts of any office place. In case however the Caruter intends to use the Merchant the Caruter has also the option to file a suit at the Merchant's place of business at the Part of Lading or at the Part of Storage at Carrier has also the option to file a suit at the Merchant's place of business

sion in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self-regulatory agency ch invalidity or unenforceability shal attach only to such provision. The validity of the remaining provisions shall not thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not

18. BOTH-TO-BLANE COLLISION If the resels on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object of the non-carrying vessel or object on the sense of the tender of the non-carrying vessel or object on the owner of, charterer of or person responsible for the non-carrying vessel or object, as a result of the negligence of the non-carrying vessel or person in responsible for the non-carrying vessel or appendix of a sense of the sense of the sense of the non-carrying vessel or object, as a result of the non-carrying vessel or non-carrying vessel or object or person in respond to nucl so of, or dimange to an any octave and any octave any octave any octave any octave any octave and any octave any octave any octave and any octave a

23. VALIDITY

24. AFRICA CLAUSE In case of a Mult

26. LAW AND JURISDICTION