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

Carrier" means the company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been staued.

Charges' includes freight and all expenses and money colligations payable to the Carrier in accordance with the applicable Tariff, this Bill of Lading and any further obligations due as per the customs of the port.

COGSA' means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1996, as

tal Transport's arises where the Carriage under this Bill of Lading is not a Port to Port Shipment.

If the Carriage any container, that reac, platform, trailer, transportable tank, it is not, patell or any similar article of or equipment used to controllating posts, or controllating posts, or

any foliage minant the fatigue foliage as amended by the Protocol spread at featureses on Zool receiving 1660, means any Plemon long in possession of the Bill of Ludings to or howing midst old suited faultility under his plan to be been transferred or vested. It is not covered to the County, the histories of this Bill of Luding, any person for includes the adaptive, the covered of the size of the county of the size of the size

in the normalistic of this Place of Receptor the Place of Delivery on the front hereof specify any place or spectivation are of the ports to normalisation. See right just and the latest "nick" is sustern in the Higgs Rules and Hague-Visty Rules. "Religious Confession and the Receptor of the See Section 1997 of the Religious Confession and Place of the Receptor of the Religious Confession and Place of the Receptor of the Receptor of the Religious Confession and Place of the Receptor of the

hassot.

2. CARRIER'S TABIF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or the agents upon request, where applicable, from a government body with whom the Tariff has been slied, in the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

lief. In the case of inconsistency between this Bill of Libring and are applications. WARRANTY
WARRANTY
Agreeing to these Terms and Condition, the Merchant warrants that he is, or has the authority to contract on behalf of
the Person owning or suitled to the possession of the Coods and this Bill of Listing or any Person who has a present or
the Person owning or suitled to the possession of the Coods and this Bill of Listing, and is therefore liable for any and all Charges and Duties in connection
that interest in the Coods and this Bill of Listing, and is therefore liable for any and all Charges and Duties in connection.

with the Goods.

4, NECOTABLITY AND TITLE TO THE GOODS

4.1, This Bill foll Lading shall be non-regolable unless made out 'lo coder in which event it shall be negolable and shall be reconstituted the to the codes and the holped made be entitled to receive or to transfer the Goods herein described.

2.2 This Bill fol Lading shall be primer face evidence of the taking in charge by the Corner of the Goods herein described. The complete of the code is the code of the code is the code of the code o

4.2. The Bill of Lading shall be prime facie evidence of the labing in change by the Carrier of the Coods as herein described. However, profit or the contrary which no he admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third point again in good faith.

1. The Carrier of the Coods are the Coods and the Carrier of the Coods are the Coods and the Carrier of the Coods and the Carrier of the Carrier of

5.4. The defences and lants of liability provided for in this Bill of Luding shall apply in any action against the Corrier wetwer the action is bound in Constitute or in fort.

16.1. Classe Paramount 168.1.1.

17.1. 18.1. Classe Paramount 168.1.1.1.

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ierein. 3.2. If the stage of Carriage where the loss or damage occurred is known, the Carriers' liability shall be determined as

totions.

(a) by the provisions contained in any international convention or national law, which provisions cannot be departed from by private contract to the detriment of the Morchant, and would have applied if the Morchant had made a separated nor by private contract to the detriment of the Morchant, and would have applied if the Morchant had made a separated or (b) if no international convention or national law is applicated as described in clause 8.3.2 (a) or when mational law provises for labelity exceeding 2.20 lbs per failugant of the goods weight of the goods lost or damaged or Shipping unit. Then the labelity of the Carrier shall in no event access the Soop per Package or Shipping unit. The shall be labelity of the Carrier shall in no event access the Soop per Shipping unit of the Carrier shall in no event access the Soop per Shipping unit of the Soop Shipping unit the Soop Shipping the Soop Shipping unit the Soop Shipping unit the Soop Shipp

respect of which the claim arise, or the value of such Goods, whichever is leser.

(c) If it is established and lists or damage cocurred during the port-to-you leg the "Error in Navigation and Fire Delenness" as per Classe 6.2.2 apply,

(d) If it is established that loss or dramage occurred during the port-to-you leg for reasons stipulated in Clause 6.2.3 above, Clause 6.2.3 applies,

(a) If it is established that loss or dramage occurred during the port-to-you leg for reasons stipulated in Clause 6.2.3 above, Clause 6.2.3 applies,

(b) If it is event that grant of the Maltimodal Transport is a shipment to or from the USA and the damage to or loss of the Goods occurs at the time between the lossing at the Port of Deckarpur, USA COGSA had apply, In CoGSA had apply the CoGSA had apply the coth residence from the code and the Port had a code and the CoGSA had apply the contribution of the CoGSA had apply the contribution of the CoGSA had apply the CoGSA had apply the code from the CoGSA had apply the CoGSA had apple to the Co

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7.1.3. Delay and Consequential loss
Sane as otherwise provided herein, the Carrior shall in no croumstances be liable for drock, indirect or consequential loss
of stanges caused to Veloy or any other course whitchover and hontower crossed. Without prejudice to the foregoing,
of stanges caused to Veloy or any other crosses white course in the control of the transport.

It is hereby agreed that and validoms arrangements pursuant to design.

7.5.1 Shall like on expectation or law of the for delay.

(a) Unless expressly agreed, the Carrier does not understate that the Goods shall arrive at the Port of Discharge or Place

7.5.2 Shall like on pointing through the Carrier does not understate that the Goods shall arrive at the Port of Discharge or Place

7.5.2 Shall like on pointing through the more than the value of the Veloy and the Carrier shall not be liable for any loss

8.5.2 Shall like on pointing through the more than the Veloy of Discharge or Place.

(a) Unless connectly signed, the Carrier costs into section of otherwy at any production market or use, and the Carrier sissus in ordering a caused by delay.

(b) Indeventionally on the Propoling the Carrier is held responsible for the consequences of any delay, the Carrier's latelity (b) Indeventionally on the Propoling the Carrier's latelity (b) Indeventionally (b) Indeventionally

proved that the delay in delivery resulted from an act or omission of the Carrier himself done with the inter-image, or noclessly and with honoledge that demage would probably result.

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in shall be discharged of all fability unless suit is brought in the proper forum and written notice thereof y the Carrier within nine months after delivery of the Goods or the date when the Goods should have been the event that each the peofod shall be dound contray to any coveration of also completely applicable. The event that extra peofod shall be dound contray to any coveration of also completely applicable, pope of Application and exclusions. The event of the coverage of the cov

(a) The rights, defenced, Ilmatisians and Iberties of whatsoever nature provided for in this Bill of Lading shall govern in any action, against the Carrier for loss or change or delay, however occurring and whether the action to found of (b). Since as otherwise provided heren, the Carrier shall in no circumstances whatsoever and however and the balls for direct or charged from the Carrier shall in no circumstances whatsoever and however and the balls for direct or charged from the Carrier shall no not circumstances whatsoever and however and the balls for direct or charged from the Carrier shall not carried to the Carrier shall be a continued to the continued to the Carrier shall be a continued to the Carrier shall be liable to indemnify the Carrier for any said all coasts fo

applicabl 8.6. No C

age laburing regards to their nature and in compliance with all lens, regulations and requirements which may be to access which are or may become dangerous, refilamentable of entanging or which are not may become label to go any property or person whichsower shall be tendered to the Carrier for Carriage without the Carrier's seed occased in which and which the Contrader or other covering which the Secdes are to be transported and to comply with all applicable lows, regulations and requirements. If any such articles are delivered to the Carrier to comply with all applicable lows, regulations and requirements. Hany such articles are delivered to the Carrier for too. In the contrader of the carrier of the carrier of the carrier for the property of the carrier of the carrier of the carrier of hardiness which compressed to the Mether that and whole pupilishes to the Carrier's fair the Mether and the label for the loss, damages or reportess arting in consequence of the Carriage of purish Carrier, the Mether and the label for the loss, damage, contamination, soiling, detertion or demurage before, damp the the Carriage of property (including, but not limited to, Contamers) of the Carrier or my presence we seasi (other marks).

responsible.

8.8. Any information on the forth of this Bill of Lading relating to any invoice, export or invest official states.

8.8. Any information on the forth of this Bill of Lading relating to any invoice, export or import license, documentary credit, incurrence certificate, order, context or like matters is reduced solely at the request of the Menchant and is not written by the Carrier Any post information and and not contained any decleastion of vides of the Goods and shall in no 8.8. The Menchant shall defend, informative and hold the matter of the Carrier against any loss, damage, claim, liability or expense vitalisatems rating from any beneated of the provisions of this clause 8 or from any cause in connection with the Goods for which the Carrier is not responsible.

expense whistower arising from any breach of the provisions of this disease or norm any cause in convenience with factors in convenience with factors in convenience with factors in convenience with factors in the Control of the Section of the Control of the Con

Cartier.

The above requirements are not complete with the Carrier shall not be liable for any less of or damage to the Goods caused by such non-compliance.

Out 70, The Michael handled rather shall not be liable for any less of or damage to the Goods caused by such non-compliance.

Out 70, The Michael handled rather shall not be represented Containings are not designed.

In the complete shall not be represented for their presented for shall go it helder its designated carrying temperature and the Carrier shall not be responsible for the consequences of carrying and presented at a higher temperature than that required for the Gorgings nor 10.2.2.2 to monitor and control immufly levels, albeit a setting facility exists, in that humidity is influenced by many 10.2.2.2 to monitor and control immufly levels, albeit a setting facility exists, in that humidity is influenced by many 10.2.2.2 to monitor and control of humidity levels, albeit as setting facility exists. In that humidity is influenced by many 10.2.2 to monitor and control of humidity levels and participations of any introduction of the Junitity lyride any container.

occombine insules that her occurre weekers against the control of the control of

Merchant.

10.4. With regard to refrigerated cargoes, the Carrier shall be deemed to have fulfilled his obligations under the Contract of Certification and shall have no labelity withstonever if such refrigerated Goods are curred in a range of label.

10.5. The Carrier and not be label for each yoles of or change to the Goods arring from defects, deepends, breakform, stoppage of the Interpretation controlling machinery, plant, insulation or any appealant of the Contract and Certification or any appealant of the Contract and Certification or any appealant of the Certification or any appealant or any appealant or the Certification or any appealant or the Certification.

provided that the Carrier stem women configuration to all the configuration contains in an efficient state.

11. INSPECTION AND DISPOSITION OF COOS

11. The Carrier on any person authorities by the Carrier shall be entitled, but under no collegation, to open any contains and any time and to inspect the Goods.

refigerated Costaliner in an effort search seaso.

In INSPECTION AND DISTONITION OF GOVERN THE Currier shall be entitled, but under no obligation, to open any Costaline or Package at any time and to inspect the Coston.

Costaline or Package at any time in the obligation of Costanier, that the contents of the Costaliner or any part thereof cannot safely or properly be carried or carried surface, fifther at all, or without norming additional expense or tabling any time assesses in relation to the Costaliner or the contents or any part thereof search seasons are sufficient to the Costanier or the contents or any part thereof search seasons are sufficient to the Costanier or the seasons are sufficiently the object and expenses or the same achieves or adel under cover or in the open, at any capture to carry or to confine the Carriage or to store the same achieve or adel under cover or in the open, at any other covers. The confiner is also store that the confiner or the confiner or

11.4. It is customed the source of the control of t

use an alternative route or to support the Carrage under rins Luezaw, use even no properties of the advance the Carriage in expect of the Goods is all cases 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 act as or on behalf of such government or authority.

13. METHODO AND ROUTE OF TRANSPORTATION

13.1 The Center rany at any time and verboul recision be Merchaelt use any means of transport or storage whelsoever. In a form of the center range of the center of the cen

Lading.

14.3. Goods (not being Goods stowed in Cortainers other than flats or gallets) which are stated on the force of this Bill of Lading to be carried on stok and blestood, whether or not carried on stok, and brind, and can stok and blestood, whether or not carried on stok, are carried without responsibility on the part of the Carrier for bear ordrange of whitsocreen entainer string during Carrierge by sen or form and waterway whether caused by unsearcontiness or negligence or any other cause whatsoever. The Merchant shall defend, identifying the manufacture of the carrierge of the carrierg

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vessol resulting from a violation of the ISPS Code by the Morchant.

16. BLINENT OF GOODS

18 delivery of Goods or any part threef an ontables they he Morchant at the firm and place when and where the Center is settled to call upon the Morchant to the but delivery thereof, the Center shall be entitled without notice the remove from a Centainer to Goods or that part threef advised to a Center on a Centainer and is shere the Goods or that part threef as shifted in or on a Centainer and is shere the Goods or that part threef as shifted in or on a Centainer and is shere the Goods or that part threef as shifted in or on a Centainer and is shere the Goods or that part threef as shifted in the Center in respect of the Goods or that part threef as shifted in the Center in Center

against all calms, losses, damages 17.4.Nothing contained in this Claus 18. BOTH-TO-BLAME COLLISION If the wessel on which the Goods are 18. BOTH-TO-BLAME COLLISION

If the vessel on which he Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object or he more planned or the non-carrying vessel or object or he non-carrying vessel or object to plan or object or he non-carrying vessel or object or he more carrying vessel or object or he more carrying vessel or object or he non-carrying vessel or he non-carrying vess

or charterers.

19. GENERAL AVERAGE

19.1 The Carrier mass decision of the are General Average which shall be adjustable according to the York/Antwerp Rules of at the option of the Carrier and amended Jason Clause as approved by BIMCO is therein and the Merchant shall provide such security as may be required by the Carrier

connection.

19.2 Alcohalthstanding 19.1, above, the Merchant shall defend, indemnify and held harmless the Carrier in respect of any claim (and any expense 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.

19.3. The Carrier shall be under no obligation to take any stops whatseover to collect security for General Average.

contributions due to the Merchant.

20, FREIGHT, EXPENSES AND FEES
20.1 Full Freight shall be payable heard time ones the form FEES based on particulars furnished by or on behalf of the Merchant. The Carrier may at any here(s) and, if the Merchants particulars are incorrect the Merchant shall be liable for the es incurred in examining, weighing, measuring, or valuing the Goods. dered completely earned on receipt of the Goods by the Carrier and shall be paid and

time open the Goods of Containering) and if the Merchant's particulars are incorrect the Necrount state to eater to record Fringils and any sequences incurred in seasoning, or valenged to Goods.

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In the sevent of any discrepancy between Freight items in the Bill of Leding and lay Carlet encode, the later shell present.

20.5.4 If Project shall be paid without any select, counter-claim or deduction whatevorer.

20.5.4 If the Northert has be pay for Freight when due, he shall be laided by payment of simple interest at the ratio of 125, 20.5 If the Northert has be pay for Freight when due, he shall be laided be payment of simple interest at the ratio of 125, 20.5 If the Northert has be pay for Freight when the payment of the Project of the Project of Interest and Carlet of the Northert Selection of Freight and charges to the Carrier of an advantage agent, shall not be deemed purpose to the Carrier and shall be made at the Mortrant's solo ratio.

Carrier and shall be made at the Mortrant's solo ratio.

And opposes from the shipper or consigned or any other Proses, then, in the absence of evidence of payment of the payment of part of payment of the payment of part of payment of the payment of payment of the payment of payment of the payment of paym

The Carrier shall have a few on the Coding of the Coding o

3. NaLDITY
any provision in this Bill of Lading is held to be invelid or unenforceable by any court or regulatory or self-regulatory or pools, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining rowsions shall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or interforceable provision were not contained herein.

processors shall not be affected hereby and this last of Lading contract shall be carried out as a such mixed or 2-A FRSICALDAID.

Less and a Millimodal Transport Carriage be or from the continent Africa, the responsibility of the Carrier prior to Isding and assequent to descripe of the vessel as a port in the connection of Africa, note-instituteding any other provisions to the content in the BBI of Lading, shall be:

(1) When the saley of carriage when the lose or clamps occurred is known and the Carrier has advantaged that (1) When the saley of carriage when the lose or clamps occurred is known and the Carrier has advantaged that it is a substituted or an experiment of the content of the sale of a display milliantice, and enablesing or falled hymolegists and the labelity of the Carrier shall not exceed the amount recovered, if any, by the Carrier from such sub-contractor.

(2) In all other cases the Carrier shall be under no leadily whatsoever and however afficiency. So will Facility And DELIVERY

SA WITHERION AND DELIVERY

fallows to give such notification shall not involve the Carrier in any lability nor releve the Marchart of any obligation heavants.

hereunder, 252 Jin or Bose of Delivery is named on the tips chemical, the Carrier shall be at Boerty to discharge the Goods at the Port of Sciolarge, without notice, disredly two come to hand, at or onto any what, crail or place, or any day and at any inter-or of Sciolarge, without notice, disredly two creates the state of the Carrier of Sciolarge and Carrier of Sciol

applicable compassor year or continue to opening continue to continue to opening conti

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Except as themselve provided herein any claim or dispute arising under this Bill of Lading shall be governed by the light of Hong King and determined in the French King Courts to the exclusion of the jurisdiction of the Courts of any of place. In case however the Courter intends to see the Methodant the Courter Set on the option to file a suit at Methodant's place of business, at the Port of Loading or at the Port of Discharge at Carrier's option.