R M S Α N D С O Ν 0 Ν

GENERAL DEFINITIONS

**Carriers shall include the party on whose behalf this Bill of Lading has been issued, the Vessel, her owner(s), operator(s), denies, time, shot and space charterers or any person or entity to the extend bound by this Bill of Lading, conspigne, overthers includes the booking party, consignor, exporter, thipper, importer, Holdere this Bill of Lading, consigner, owner, receiver of the Goods an Person owner, or exterior of the Goods or the flowed or bill Bill of Lading, any person having a preson the structure interest in the goods and anyone exting on behalf of any such person. Holdere means any person for the time behalf pot passes for this Bill of Lading to shoom the property in the goods has passed on or by reason of the consignment of the Goods or the endorsement of this Bill of Lading to shoom the property in the goods has passed on or by reason of the consignment of the Goods or the endorsement of this Bill of Lading to shoom the property in the goods. Vessels includes any substituted vessel and any vessel to which transhipment may be made or employed in the performance of this contract.

Condos means the cargo received from the Shipper and includes any container not supplied by or on behalf of the Carrier.

Container includes any container (including an open top container) flat rack; platform, trailer, transportable tank,

-Goods: means the cargo received from the Shipper and includes any container not upplied by or on behalf of the Carrier.

-Container- includes any container (including an open top container) flat tack, platform, trailer, transportable tank, pallet, radie, shelf or any other device used for the transportation of Goods.

-Port to Port Shipment- astees where the carriage called for by this fill of Lading is not Combined Transport.

-Combined Transportalignment- astees when the place of offering and offer the place of delivery are indicated on the Combined Transportation of Combined Transportation and the Combined Transportation and the Combined Transportation and the Combined Transportation and the Combined Transportation and ICL must be interpreted as breamder:

FELYEC Lapples to a container packed under the Marier's responsibility, even when such operation are physically effected on their behalf by the Carrier or his agents;

FELYEC Lapples to a container packed and unpacked under the Carrier's responsibility.

FELYEC Lapples to a container packed under the hipper's responsibility;

FELYEC Lapples to a container packed under the Sarrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

FELYEC Lapples to a container packed under the Carrier's responsibility.

Demurrage and Detention DEFINITIONS

Themurage: the charge, related to the use of the equipment only, the Aterchant pays for carrier's equipment kept beyond the free time offered by the Carrier's to taking delivery of goods in the port, terminal or depot.

Thetention: the charge the Merchant pays for detaining Carrier's equipment outside the port, terminal or depot, beyond the free time.

rectume. Demurrage & Detention" (merged D&D): is the charge related to the use of equipment only, the Merchant arrier's equipment kept beyond the free time offered by the Carrier, when Demurrage and Detention is pays for carrier's equipment kept beyond the free time offered by the Carrier, when Demurrage and Detention is menged into one single period. "Free time" the period of time offered by the Carrier to the Merchant free of charge, covering both demurrage period and detention period, beyond which additional charges such as, but not limited to demurrage and detention charges,

nad detention period, beyond which additionat charges acut as, our new continued of the detention period by the due to the Carrier's equipment and shipper's Storage Costs' theore costs related but not limited to quay zent, charged to both Carrier's equipment and shipper's acutyment for containers staying on ground.

Storage Costs? those costs related but not limited to quay rent, charged to both Carrier's equipment and thipper's equipment for containers staying on ground.

Reserier Service's reviews taw has been supply and Monitoring.

Demotrage and Detention and D&D Merged do not include storage costs and receler services which are charged to the Methods required values with profited and the positional staying and position of the country.

Merged Demotrage & Detention Time (integred D&D):

For import cappe, the merged D&D time is the duration of upset as from "discharge" of the vessel of the full container ill "return" of the empty equipment to the assigned terminal or depot.

For export capp, the merged D&D time is the duration of upset as from "discharge" of the vessel of the full container is duration to the subject of time in the duration of the country of the empty equipment till full container is durated in the subject of the duration of the country of the empty equipment till full container is durated in the subject of the duration of the country of the empty equipment till full container is duration.

The first chargeable day is the first day following the last day of free time.

The first chargeable day is the fast ady following the fast day of free time.

CLAUSE DRANAOUNT

The contract evidenced by this fall of Lauling is, in respect of so much of the carriage breaby covered and extends from the inner when the pools are losted on to the vasced at the pool of losding until they are discharged their from obtaing the period of carriage covered by the rules hereinnfer mentioned; to have effect, (a) Where the port of losding, or falling the period fooling the period discharge, sin a territory-where legislation giving computory effect to the Hages Rules contained in the International Convention concerning falls of Lading of 25th August 1924 as amended in Pravsels 1928 (the Hages and Visy Buda); its force subject to such legislation and vial plant and the pravilence of the substitution of the prival period of the period of the substitution of the prival period period of the prival period of the prival period of the prival period of the period of carriage covered by the said felgiblation and the prival period of the prival period of carriage covered by the said felgiblation or rules, but effects as if that provision had never been interested any of carriage covered by the said felgiblation or rules, but effects as if that provision had never been interest the review, and that prevision shall be void but only to the extent of such repugnancy or inconstitency and no further.

SUB-CONTRACTING
1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the carriage, loading, un-loading, or often when the carriage, loading, un-loading, or often when the Carrier in relation to the Goods.

(3) Easy such across agental one contesses of the Carter including but not limited to the contesses are matter offers and all newdeps; resignate, representative, and all newdeps; resignated the matter offers and all newdeps; resignate representatives of the contesses are sported to the contesses and the contesses are sported to the product contractors of day nature whiteseer, that there have fast of the provisions series not not be benefit of the Carter, as if their provisions were expected for their benefit in entiring into this contract. The Carter, to the extent of those provisions, does not only in its own behalf but also as agent and matter for outs ferrors are given and matter for outs ferrors. It agents and such contracts.

(3) The expression sub-contractor in this clause shall include direct and indirect sub-contractors and their respective servants and agents.

II. CARRIERS RESPONSIBILITY - PORT TO PORT SHIPMENT

(1) Where the currage called for by this fill of Lading is a Port to Port Shipment then, whatever the custom of the port

and the freight tail applicable, the Carrier is deemed to take possession of the Goods on lording on the vestel and to

deliver sume on discharge from the vestel and the Carrier shall not be libble for loss or during the foods during the

period before londing on or after discharge from the vestel, however tush loss or during earliers are certainful or optimal

of the Bill of Lading is not presented or accomplished by the Merchant or this agent on discharge from the vestel.

(2) Loading shall be deemed to have commenced when the Goods are connected with the tackle alongside the vessel, and discharge shall be deemed to have been completed when the Goods are disconnected from the tackle.

(3) For the operation of handling, stowage, loading or unloading carried out before loading or after discharge from the vessel, the stevedore or land the ship Agent are deemed to act on whalf of the Metchant even if they were chosen by the Carrier, in particulus, when these operations are performed by a public or semipublic or monopolistic organism.

(4) Notwithstanding the above, in case and to the extent that the governing law, or a contractual atrangement, or custom and practice, or any court or tribunal decision extends the Carrier's period of responsibility whether in contract, tor, is almost own otherwise as all or any past of the period before loading, or the period after discharge, including for tor, is almost own otherwise as all or any past of the period before loading, or the period after discharge, including for the fixed part of the period of the p

HI. CARRIER'S RESPONSIBILITY - COMBINED TRANSPORT

(1) Where the carriage called for by this Bill of Lading is a Combined Transport Shipment, then the Carrier undertakes
reponsibility from the place of receipt if named berein or from the port of loading to the port of discharge or the
place of delivery if named berein.

(2) The Carrier shall be liable for loss or damage occurring during carriage, provided that when receipt and cust operations before loading, or crustedy and delivery operations after discharge are carried out by a public or templayed or monopolistic capanism, then the Carrier's expensibility will be powered that in clause 4 -Port to Port Shipme and in such care the Carrier Will act as forwarding agent only as concerns pre carriage and/or carriage.

(3) Exclusions: The Carrier shall not be liable for any loss or damage if such loss or damage was caused by:

a) An act or omission of the Merchant.

b) Insufficiency of or defective condition of poding or marking by or on behalf of the Merchant,

c) Handling, Isoslong, storage or unloading of the Goods by or on behalf of the Merchant,

d) Inheriter vice of the Goods,

a) Strike, bock-out, stopping or restraint of labor,

f) A marked includes this did be.

g) Strike, bock-out, stopping or restraint of labor,

g) A marked includes this did be. Carrier could not avoid and the consequences of which he could not prevent by the exercise of reasonable diligence.

(4) The burden of the proof that the loss or damage was due to one or more of the above causes or event shall rest upon the Currier. When the Carrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events gerificate in [bit of Johove, it shall be persumed that is was one caused. The Merchant thall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of these causes or events.

(5) As agreed in the terms on the receps hereof, the non-maritime part of the carriage shall be governed either by the pro-sitions contained in any International Convention or National Law computership applicable to the means of transpert util-lized or, when work tests are not computing applicable, by the Spanish Law applicable to the means of transpert utilized. However, if it can be proved that the loss or dranage occurred while the Goods were in custody of an inhand carrier, the liability of the Carrier and the amount of compensation shall be determined in accordance with the inhand carrier's contract of carriage or tariff, if such contract or tariff is applicable.

IV. SUNDBY LIABILITY PROVISIONS
(Applicable to both Port to Fort Shipment and Combined Transport).
(1) Dalay

The Carrier does not undertake that the Goods shall arrive at the Port of Discharge of Pitce or Delivery at any particular
time or to meet any porticular market or use and Save as provided in clause V above the Carrier shall in no circumstances be liable for circet, indirect or consequential loss or damage caused by any delay. Where under the provisions
of clause V above, the Carrier is liable for druly, liability shall be limited to the element of the freight applicable to the
relevant stage of Transport and that part of the Goods which have been delayed.

(2) Sapply of containers
The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the
supply of a Containers on the Merchant, whether supplied before or after the Goods are received by the Carrier for carriage or dilivered to the Merchant. The Merchant at dottination with librar to return the Container doly cleaned in
good state and contoiline, or a demed editives of the shipper before the commencement of the Carriage, within the
good state and contoiline, or a demed editives of the shipper before the commencement of the Carriage, which the
jointly and everall. Carrier, falling which the persons falling within the definition of Merchant in clause 1 shall be
jointly and everall. Carrier, falling which the persons falling within the definition of Merchant in clause 1 shall be
jointly and everall. Carrier to be proposed to the control of the control

y value it the purpose of determining the extent of the Carrier's liability for loss of or damage to the Goods, the sound value the Good is agreed to be the invoice value plus freight and insurance if paid.

(4) Ad Valoren
Higher compensation than that provided by Clause VI (6) whichever may be applicable, may be claimed only when,
with the consent of the Carrier, the value of the Goods declared by the shipper, which exceeds the limits itald down in
this clause, has been stated in this fill of Lading and extra frieight aroundly paid if required. In that case the amount of
the declared when that he substituted for those limits. Any partial loss or damage shall be adjusted pro-rate on the
basis such declared value.

basis such declared value.

(S) Notice of loss or damage.

The Carrier shall be deemed prima facie to have delivered the Goods as described in this Bill of Lading unless notice of loss for damage in the Goods indicating the special nature of such loss or damage shall have been given in writing or loss of the control of

(6) Limitation of liability

The Carrier shall be entitled to the same rights of limitation as are or would be available under the International Convention, the National Law or under the provisions of the inland carrier's contract of carriere or tariff, applicable to the

maritime or non-maritime part of the carriage by virtue of the clause Law and Jurisdiction on the face hereof or by virtue of the clause V above. When the provisions of the international Convention, National Law (Frompulsorthy applicable, or of the inhand carriers contract of carriage or tarify applicable do not determine an amount of compensation, the Carrier's liability shall in no event exceed 100 string lawful money of the UK. Eye package or unit. In the event of the properties of the Vessel's entitled to limit this liability of variable diving mining at each in circumstances in which the owner/toperator of the Vessel's entitled to limit this liability of variable diving intraction found unitantice in International Convention relating to the Limitation of Liability for Maritime Calims signed at Lendon on 19th November 1976 or under any equivalent applicable convention or national ligidation, then the liability of the Carrier shall be limited to the proportion of said limitation fund allocated to the Goods covered by this Bill of Lading.

(7) Scope of Application
Save 3 so therwise provided herein the Carrier shall in no circumstances whatsoever and hossoever arising be liable
for direct or indirect or consequential loss or damage. The defences and limits of liability provided for in this full of
Lading shall apply in any action against the Carrier for loss or damage or delay whether the action be founded in Contact or in Tort.

(8) Inspection of Goods

(8) Impection of Goods
The Carrier, or any person to whom the Carrier has sub-contracted the carriage or any person authorized by the Carrier
thal Be entitled, but under no obligation, to open any package or Constiner at any time and to inspect the contents.

And the Carrier of the Carrier obligation, to open any package or Constiner at any time and to inspect the contents.

And the stall one obligation of the Carrier obligation thereof and/or take any measures and/or incur any reasonable additional expense to carry or to continue the carriage
or to store the same author or also tunder cover or in the open, at any place, which abandonment or storage shall be
deemed to constitute due delivery under this Bill of Lading.

The Merchant shall indemnify the Carrier against any acanomable additional expense to incurred.

The Carrier in exercising the liberties contained in this clause shall not be under any obligation to take any particular

measures and the Carrier shall not be highe for any loss of shall not be under any obligation to take any particular

measures and the Carrier shall not be highe for any loss of damage incurred during such unspected from the Containers to be impacted, the Carrier

fills point of any authority at any place, the Goods have to be unspecked from the Containers to be impacted, the Carrier

shall be entitled to recover the costs of ungasching, inspection on requesting, inspection or requesting. The Carrier shall be entitled to recover the costs of ungasching, inspection and repecting from the Merchant. If it appears that the

Goods have lost their value, these the Carrier shall be entitled, with the agreement of the Merchant. If it appears that the

Goods have lost their value, these the Carrier shall be entitled, with the agreement of the Merchant.

(9) Time ber When the catting called for by this Bill of Lading is a Combined Transport Shipment and when the provisions of the International Committon or of the National Law, applicable to the non-muttime part of the carriage by vitrue of the chase Law and Justication on the Each Entered, bean of determine a time by the Carrier shall be discharged of all liability annels suit is brought and notice thereof given to the Carrier shall nine months after delivery of the Goods or the date when the Goods should have been delivered.

W. SHIPPER-PACKED CONTAINES

(1) If a container has been surfied by or on behalf of the chipper, this Bill of Lading shall be a receipt only for the Container has been surfied by the contents and the Merchant shall indemnify the Carrier shall not be lable for loss of damage to the contents and the Merchant shall indemnify the Carrier against any injury, loss, damage, liability or expense has been caused by:

3) the manuter in which the Container has been packed, stuffed or loaded, or

b) the unsuitability of the Goods for carriage in the Container (1) supplied, we been apparent upon reasonable inspection by the Merchant at or prior to the time the Container was filled, packed, stuffed or loaded.

The shipper shall injure Container(1) before stuffing them and the use of the Container(s) shall be prima facte evidence of their being soond and suitable for use.

(2) The Carrier has no responsibility whatsoever for the unsultability, defective condition or for the functioning of Container(s) not owned nor leased by the Carrier.

(3) The Container and the Goods shall be deemed to constitute one package only for the purpose of determining the limit of the Carrier's liability.

(4) If a shipper-packed Container is delivered by the Carrier with its original seal as affixed by the shipper intact such delivery thall constitute full and complete performance of the Carrier's obligations hereunder and the Carrier shall not be liable for any shortage of Goods accertained at delivery.

VI. DESCRIPTION OF GOODS
(1) This Bill of Lading shall be prime face exidence of the receipt by the Carrier in apparent good order and condition, except as otherwise noted, of the total number of Constiners only, if product by the Shipper or on his behalf, or if otherwise, the total number of pechages or other units specified on the reverse side betred.

(2) No representation is made by the Carrier as to weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of Goods and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

(3) Any statement herein that iron or steel goods of any description have been shipped in apparent good order and condition does not involve any admission from the Carrier as to the absence of rust, for which the Carrier accepts no

VII. MERCHANT'S RESPONSIBILITY
(3) The Merchant variants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked
shy the Shipper on eccept of this Bill of Lading and that such particulars and any other particulars furnished by or on
behalf of the Shipper are correct.

(2) The Merchant shall indemnify the carrier against all loss, damage, fines and expenses arising or resulting from in accuracies in or inadequacy of such particulars or from any other causes in connection with the Goods.

(3) The Merchant shill comply with all regulations or requirements of custom, port or any other official body and shall bear and pay all detics, taxes, fines, imposts, expenses or losses (including, without prejudice to the generality of the foregoing, express and losses as timing form including from the exist of have a better, and delay in the vogge, and full recogning expresses and losses as timing form including from the exist of have a better, and delay in the vogge, and full reduced to the same of the expression of the existing the expression of the expression of the expression of the expression of any lack of documents or of any indicidentation or continuous by the Mechants such as incorrect weight, or any lifegal, incorrect or insufficial marking, numbering or addressing of the Goods on the Bill of Lading and shall consequently informitly the Cartier.

VIII. FREIGHT AND CHARGES
(1) Freight whether prepayable or to be collected shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

(2) The Carrier shall have the right to demand payment of freight and charges whether payable at the time of of the Goods or before delivery of the Goods either in the taniff currency or, at its option, in any other tean currency at the rate of exchange provided for in the applicable ratio.

(3) The freight has been calculated on the basis of particulars furnished by or on behalf of the shipper. The Carrier may at any time open any Continuer or other package or unit in order to reveigh, remeasure or revalue the contents; and fithe particulars freinhed by or on behalf of the shipper as incorrect, it is good that a sum equal to double the correct freight ites she freight charged shall be payable as liquidated duringes to the Carrier, and in ad-dition the Metchair shall reinhuser the Carrier for all further payments, disadentagics and concequences resulting.

(4) The Merchant shall be liable to Carrier for the payment of all freight, demourage Adentition, General Average and other charges due bercearder, without discount, together with any Court Corts, expenses and reasonable attorney fres incurred in collecting any sums due Carrier. Payment of occas freight and charges to a freight forwarder, bother or appare Chiefer, than the Carrier or is anotherized agent, althat love the demonstration in the Carrier and shall be made at the paper 3 sole task. Note that the payment and the page 3 sole tasks are the page 4 sole tasks. The payment of the page 5 sole tasks are the page 5 sole tasks and the page 5 sole tasks and the page 5 sole tasks are the page 5 sole tasks. The page 5 sole tasks are the page 5 sole tasks and the page 5 sole tasks are the page 5 sole tasks and the page 5 sole tasks are tasked to the page 5 sole tasks are the page 5 sole tasks ar

(6) Particular attention is drawn to the Terms and Conditions therein relating to Container and vehicle demurraged detention. Copies of the relevant proxisions of the Applicable Tanif are obtainable from the Carrier or its agents upon request or on Carrier's weblie towarmagista com. In the case of inconsistency between this Bill of Lading and the Applicable Tariff, this Bill of Lading and the

(6) The persons falling within the definition of Merchant in Clause I shall be jointly and severally liable for the payment of any amount due under this Clause X.

IX. HEN The Carrie

IX. LIEN. The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract or any other contract and for general average contributions to whomsoever due and for the cost of recovering the same, and for that purpose shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant.

X. OPTIONAL STOWAGE, DECK CARGO AND LIVE ANIMAIS (1) The Carrier has the right to accept cargo of all kinds dangerous or otherwise for carriage on or under deck, including explosives, monitions, walfile materials or nuclear material. If in connection with any port regulation dangerous or objectionable cargo is submitted to any extra handling on roote or final destination, all expenses thereof to be for ac-count of such Good.

(2) The Carrier is at liberty to stow the Geods in poor, deckhoases, shelter deck, spare-bunkers, tonnage- opening, or any covered-in space and Goods to stored shall be deemed for all purposes to be stored under deck, also to carry the Goods below deck and/or or deck, also to carry the Goods below deck and/or or deck in connecting ships and/or lipters and/or any card wintsoccer.

(3) The Goods may be packed by the Carrier in Containers and consolidated with other goods in Containers

(4) Goods whether stowed in containers or not, may be carried on deck or under deck without notice to the Merchant unless on the reverse side hereoff its specifically stipulated that the Container(s) or Goods will be carried under deck. If carried on deck, the Carrier shall not be required to note, mark or stamp on the full of Lading any statement of such on deck carriage.

dock carriage, the good with the carried on dock or under dock and whether or not stated to be carried on dock shall participate general average and shall be deemed to be within the definition of goods for the purpose of "The International Con-nition for the uniforation of certain rules calting to Bill Clading shade Brussels, the 25th August 1241 amend-ed not- or for the purposes of -the US Carriage of Goods by Sea Act 1936 (GOGSA) », whichever is applicable.

(5) Goods on deck, stated herein to be 50 carried and live animals are received, handled, lorded, stowed, carried, kept and discharged at Metchant's risk and the Carrier shall not be loable for loss thereof, damage or delay whichever and however coccurring even though resulting from uneventuriness of the vessel or from the negligence of the Carrier, its tervants or agents or in case of deviation of the vessel.

NI. METHODS AND ROUTE OF TRANSFORTATION
(I) The Carrier may at any time visitional notice to the Mitchin:
3) the say means of transport to tonge whatever, transfer the Goods from one conveyance to another including, but not limited to transshipping or earning the same on another vestel than that named on the face hereof or by any other means of transports to thatsborever,
b) uprack and remove Goods which have been stowed into a Container and forward the same in a Container or otherwise.

otherwise.

Of proceed by any route in his discretion (whether or not the peacest or most direct or customary or advertised route) at any speed and proceed to or stay at any place or post whiteover once or more often and in any order, and load or unload the Goods at any place or post (whiten or not any such port is named overleaf as the port the loading or port of discharge) and store the Goods at any such place or post.

Of comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to set as or on behalf of such powerment or authority or having under the terms of the insurance on the conveyance employed by the Carier the right to give orders or directions,

Of permit the vessel to proceed with or without pilots.

(2) The liberties set out in sub-clause (1) may be invoked by the Carrier for any purpose whitsoever whether or not connected with the carriage of Goods including bankering, undergoing tepirs, toxing or being toxed, adjusting instruments, dry docking and assisting vestels in all titusions. Anything does in accordance with the dc clause (1) or any delay arising therefrom shall be deemed to be within the contractual carriage and shall not be a deviation.

NI. MATTERS AFFECTING PERFORMANCE
(1) If a saytime the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delsy difficulty or disturbantage of whotoever kind which cannot be avoided by the exercte of reasonable endeavors, the Carrier (whether or not the transport is commenced) may, without notice to the Marchant, iterat the performance of this contract as terminated and abandon the carrier go if the Goods and place the Goods and part of them at the Metchants' disposal at any place or port which the Carrier may deem safe and convenient, whereepon the responsibility of the Carrier in repect of goods Goods shall exceed.

(2) The Carrier shall nevertheless be entitled to full freight and charges on Goods received for transportation, and the Merchant shall pay any additional costs of carriage to and delivery and storage at such place or port.

(3) The Carrier undertakes to use all reasonable endeasons to forward Goods, the carriage of which has been suspended, as soon as possible after the cause of hindrance, risk, delay, difficulty or disadvantage has been removed but makes no representations as to the maximum profits detwers such removal and the forwarding of the Goods to the port of dis-charge or place of delivery named in this Bill of Lading.

(4) In such case, transportation to final destination shall be considered as a new contract of carriage and the Carrier shall be entitled to full freight and charges on Goods.

XIII. PERISHABLE CARGO
(1) By tendering Goods of a perishable nature for carriage without any written request noted on the reverse side of
this fill of Ladio for carriage in a specialized Container or within a specific temperature range, or subject to any
special care, or for carriage otherwise than in a Container the metchant accepts that the carriage may properly be undertaken in a general purpose Container without any special attention.

(2) In case of refrigerated Container(s) packed by or on behalf of the Merchant, the Merchant undertakes th Goods have been properly stowed in the Container(s) and that the thermostatic controls have been adequately him before receipt of the Goods by the Carrier.

(3) The Merchani's attention is drawn to the fact that the refrigerated Container(s) are not designed to freeze down cases which has not been presented for stuffing at or below its designated carrying temperature, and the Carrier shall not be responsible for the consequences of eargs presented at a higher temperature than that required for the transportation.

(4) If the above requirements are not compiled with, the Carrier shall not be liable for any loss or damage to the Go-hoossever arising.

XIV. DANGEROUS GOODS

(1) The Metchant undertaken not tender for transportation any Goods which are of a dangerous, inflammable, and active or damage any property, whateoever, without yet-visoidy glyling written notice of their nature to the Carrier who must give his express consent in writing for the carriers.

ratge.

The Consister(s) or other covering in which the Goods are to be transported have to be distinctly marked on outsides as a to indicate the nature and character of any such Goods as required by any laws or regulations which may be applicable during the carriage.

(2) If any such Goods are delivered to the Currier without such written consent communication and marking or if, at any time, these goods become of a stangerous, infilamentable radio-active or damaging nature, they may, at any time or pipec, be such sold, destroyed, disposed of, abandoned or rendered harmkers without compensation to the Metendan and without repulsate to the Currier's right to freight, and if the Metechan has not given notice of their nature to the Currier in Cartier the full be under no hibblity to make any general average contribution in respect of such Goods.

(3) The Merchant undertakes that such Goods are packed in a manned adequate to withstand the ordinary risk of car riage having tegard to their nature and in compliance with all laws or regulations which may be applicable during car

(4) Whether or not the Merchant was aware of the nature of the Goods, he shall indemnify the Carrier against all clalms, losses, damages or expenses arising out in consequence of the carriage of such Goods.

Examis, tosses, damages or expenses arising out in consequence of the carriage of such Goods.

XV. SANCTIONS CLAUSE

(1) Carrier variants that it, or any of its subsidiaries or affiliates, its parent company, are not a party identified on the U.S. Commerce Department's Denied Persons List or Entity List; the U.S. Teasury Department's list of Specially Designated Nationals and Blocked Persons; The U.S. State Departments Debared List or any other similar list of probibiled or denied parties in relation to suspected acts of terrorism, human rights violations, weapon or nuclear proliferation activities and/or weapons of mass destruction, maintained by any other country including the EU and Charter Party period. Charter Party period. Charter Party and colcliver the Vevel(s), a may time and place should the Vessel's ability to trade within the agreed limits and/or Charterers' use of the Vessel's be affected in any way

(2) In the event that Merchant, a substidiary, affiliate, or parent company, is included on any such list during the carriage of the goods covered by this Bill of Inding. Owners shall have the option to cancel this carriage of the Goods and discharge the Goods at any time and place should the Vissel(sty) ability to the Control of the Goods and discharge the Goods at any time and place should the Vissel(sty) ability to the Control of the Goods and discharge the Goods are the Control of the Control

(3) The Carrier shall not be obliged to comply with any orders for the employment of the Vessel(s) which is, or could result in a sanctioned transaction. If the Vessel(s) is performing a voyage, operation or service which becomes or could result in a sanction classaction, the Carrier may, by notice to the Netzolan, (due to proceed with the employment, or the voyage, operation or service requested. No act or omission of the Carrier, master or managers of the Vessel(s) shall stay time constitute a saware of this proxision.

XVI. REGULATIONS RELATING TO GOODS

The Merchant thall comply with all regulations or requirements of Customs, port and other authorities, and shall bear and psy all duties, taxes, fincs, imposis, repense or lowest incurred or suffered by reason thereof or by reason of any or all stiggs. Incorrect or insufficient marking, numbering or addressing of the Goods, and indemnify the Currier in respect thereof. XVII. NOTIFICATION AND DELIVERY
(1) Notification
Any mention because of a control of the control

(1) Notification Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

(2) Remittance to public organism in any case the termittance of the Goods to any public, remipublic or monopolistic organism entitled to receive them shall be considered as delivery and the responsibility of the Carrier shall wholly cease at the time of such remittance. Similarly the forced delivery to customs or any other authority whether effective or purely formal shall constitute de-livery of the Good.

(3) Delivery at port of discharge
In case of Port to Port Shipment, the Merchant shall take delivery of the Goods upon discharge and all expenses incurred by reason of the Merchant's failure or inability to take delivery of the Goods as aforesid will be for the Merchant's account.

The Carrier shall be at behevity of discharge the Goods or any part thereof at the port of discharge, without notice, and
whatever the law or the custom of the port- the responsibility of the Carrier in respect of the Goods or that part
thereof discharged as aforesid shall wholly cease on discharge from the vessel according to the provisions of Clause
IV above.

IV above.

(4) Delivery a place of delivery
In case of Combined Transport Shippaces, the Metchant shall take delivery of the Goods or Containers within the
In case of Combined Transport Shippaces, the Metchant shall take delivery of the Goods or Containers within 6 days following the
sending by the Carrier on his agent of a registered letter giving notice to the Metchant that the Goods or Containers
are available and requesting the Metchant to take delivery of the Goods or containers.
The responsibility of the Carrier shall wholly case by the remittance of the Goods or Containers to the Consignee or
any person acting on his behalf or case of failure of the Metchant to take delivery of the Goods within 6 days to
formal request given by the Carrier to do to.
Where the carrier getted for by this bill of Loding is Combined Transport Shipment, the Carrier may request the remittance of the Bill of Lading from the Metchant at the port of discharge priot to the inhand carriege.
Should the Metchant have false to entit the Bill of Lading show the responsibility of the Carrier shall wholly case
and delivery shall be deemed to have taken place at the port of discharge.

(5) Failure to take delivery (Port to Port Shipment and Combined Transport)

(S) Failure to take delivery (For to Fort Shipment and Combined Transport)

3) Whences delivery of the Goods or Containers in our bate by the Metchant in due time, the cost of the storge and or containers demurges shall fortheid upon demand be paid by the Metchant to the Carrier.

b) If the delivery of the Goods or appret thereof is not then by the Metchant in accordance with this Bill of Lingling, the Carrier may schoot notice unpacked the Goods or that part thereof is for this Bill of Lingling, the Carrier may schoot notice unpacked the Goods or that part thereof is for the Lingling of the Containers and/or store the Goods or that part thereof is for a long time of the Lingling of the Lingli

XVII. BOH-TO-BLAME COLLISION CLAUSE

If the carrying hip comes into collision with another ship as a result off the negligence of the other thip and any act, neglect or default in the navigation or the management of the carrying thip, the Merchant undertakes to pay to the Carrier, or, where the Carrier is not the owner and in possession of the carrying thip, to pay to the Carrier as trustee for the owner and/or demise charter of the carrying types as a sunswitchen to indemnify the Carrier as trustee to extreme and/or demise charter of the carrying typing against all loss liability to the other or non-carrying hip or her owner and/or demise charter of the carrying typing against all loss liability to the other or non-carrying hip or the owner and/or demise charter of the factoring typing of the owners independ to the order of the Merchant, pading of the owner and the sound of the Merchant, pading of the owner of the Merchant, pading the owner of the owner of the Merchant, pading the owner of the owner owners are also the owner owners as the owner owner owners are the owners of the owners as the owner owners of the Merchant pading the owners of the owners are owners. The owners are the owners are the owners are owners of the owners are owners of the owners are owners. The owners are owners of the owners are owners owners are owners owners owners owners are owners. The owners are owners ow

XIX. GENERAL AVERAGE
In the event of accident, danger, damage, or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, due to negligence or not, for which, or for the consequence of which, the Currie is not responsible by that the Currie is one of the sponsible by that the Currie is one of the sponsible by that the Currie is one of the sponsible by that the Currie is one of the sponsible by the currie of the currie of any starffees, losses or expenses of a general average nature that may be made or incurred an dailing say slavage and special changes incurred in respect to the Goods.

Graneal average to be adjusted at any post or place at the Currier opins, and to be settled according to the York/
Son becruity including a can't deposit as the Currier native down under dock.

Son becruity including a can't deposit as the Currier native down under dock.

Goods and any salvage and special charges thereof, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

the Cooks.

The Cooks of the Co

N. S. S. MCTION S. CLUSE

The Merchant scarrant that it, or any of its subdidires or affiliates, its parent company, are not a party identified on the U.S. Common Chapterine Department's list of Figure 10. Common Chapterine Department's Department's list of Specially Designated Nationals and Blocked Persons. The U.S. State Department's Debarred List or any other similar list of prohibited or definely parties in relation to suspected acts of terrorism, human rights violations, severe no resultar prefixestation activities and/or seepons of mass destruction, maintained by any other country including the EU and the UN. In the event that the Merchant, a subdiving, affiliate, or parent company, is included on any solvish is during the contract of carriege, the Carrier shall have the option to cancel this Context and discharge the carpe carried pursuant to bits Bill of Lading at any time and place at the Merchant's Bullity and cost.

The Carrier shall not be obliged to comply with any orders for the employment of the Vessel(s) is promising avoyage, operation or service which be comes or could result in a sanctioned transaction. The Vessel(s) is promising a voyage, operation or service which be comes or could result in a sanctioned transaction, the Carrier may, by notice to the Merchant, refuse to proceed with the employment, or the voyage, operation or service which be comes or could result in a sanction of transaction, the Carrier may, by notice to the Merchant, refuse to proceed with the employment, or the voyage, operation or service excluded. No act or omission of the Carrier, master or managers of the Vessel(s) shall at any time contitute a waver of this provision.

XXI. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any off the terms hereof unless such waiver or variation is in writing and specifically authorized or ratified in writing by the Carrier.

XXII. VALIDITY OF THE CLAUSES

In the event that anything herein contained is inconsistent with any applicable international convention or national law which, cannot be departed from by private contract, the provisions hereof shall to the extent of such inconsistency but no further be notl and void. XXIII. SEPARABILITY AND VARIATION OF TERMS, FINAL CONTRACT. The terms of this Bill of Lading shall be separate and, if any terms or provision hereof or aby party of any terms or provision shall be installed to any extent, it shall be invalid that that eaten, but not further and such circumstance shall not affect the addition or enforceability of any other term or provision hereof. This Bill of Lading is the final con-tract between the parties which supercied any prior greenent or understanding.

XXIV. NOTICES

The Carrier halbe, centified to give notice to the Merchant of any circumstance affecting directly or indirectly the perbody control and the centified of this contract and such communications may be given by all means available, including
but not limited is a keep home, decreation in canantistics, what stop or notices with the Carrier's website. Such notices will
be deemed sent and delivered when sent by the Merchant to the relevant addresses.