BILL OF LADING-TERMS AND CONDITIONS

a) Except as otherwise specifically provided in paragraphs 4, 5, 7, 29, 30, and 31 herein this Bill of Lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States of America, ("COGSA") approved April 16, 1936, (and now reprinted at 40 USC 30701, et. Seq.) which shall be deemed to be incorporated herein, and nothing herein contained, except where specifically defineated, shall be deemed a surrender by the Company of any of its rights or immunities or an increase of any of its responsibilities or liabilities under COGSA. Specific attention in directed to those provisions since they contain liability limiting terms separate and distinct from those under COGSA. To the except the Company of continues to perform a Carrier function, or delevise remains responsible for the actual publical transportation from the contract of th

general terms and conditions shall apply. Same are incorporated herein by reference, and are available for inspection upon request.

2. In this Bill of Lading

(a) Carrier' means the Carrier named on the face side hereof, the vessel, her owner, master, operator, denise charterer, and if bound hereby, the time charterer, and any substitute Carrier whether the owner, operator, charterer or master shall be acting as carrier or bailete;

(b) "Corpusy means Adult Th LOGISTINE, CORP, or one of its affiliates operating in the U.S.

(c) "Vessel" means and includes the occur vessel on which the Goods are shapped, named on the face hereof, or any substitute vessel, also any leadership, ferry, barge,

(d) "Merchant" means and includes the shipper, the consignee, the receiver, the holder of this bill of lading, the owner of the Goods or Person entitled to the possession of the Goods and the servants or agents of any of these.

(e) "Charges" means and includes freight and all expenses and money obligations incurred and payable by the Merchant.

(f) "Goods" means and includes are cargo received from the shipper and described on the face side hereof and any Container not supplied by or on behalf of the Carrier,

(g) "Container" means and includes any container, van, trailer, transportable tank, flat, pallet or any similar article of transport.

(h) "Person" means and includes and includes any container, van, trailer, transportable tank, flat, pallet or any similar article of transport.

(i) "Participating Carrier" means and shall include any other water, land, or air carrier performing any stage of the combined transport.

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(ii) "Participating Carrier" means and shall include any other water, land, or air carrier performing any stage of the combined transport.

(ii) "Can and all stevedores, trained operators, crans operators, vanishen or contractions from liability with operator to the Good

spensoratives, and all stevedows, reminal operators, care operators, watchmess, carposers, while changes, surveyors and other independent contractive submisseously is of the contracting for the property of the Contracting for the Carrier is not expensed. It is not a study of all process described surveys of a shade and in the study of all presents described, but only the carrier is not a study of all presents described by the original process of all pulses of all the study of all process described surveys, of a change at large glacy and instantion of all process described surveys of the study of the carrier is not all process of the study of a change at large glacy and instantion of all process of the study of the carrier is not all the contracting of the process of the study of the carrier is not all the contracting of the process of the study of the carrier is not all the contracting of the carrier is not all the carrier is not all the ca

or tests, take fuel or stores, remain in port, the on bottom, aground of at aucust, san want or wanten process, nor many a new abstract season, and a single and of the foregoing are included in the contract vorage. The Vessel may care contraband, explosives, munitions, wantike stores, hazardoss cargo, and sail armed or unarmed, and with or without convoy;

The vessel may be a subject to change without notice both as to the sailing date and date of arrival. If this is a through fill of Lading, no Carrier is bound to transport the shipment by any particular market or otherwise. No Carrier is bound to transport the shipment by any particular train, truck, aircraft, vessel or other means of convergance, or in time for any particular market or otherwise. No Carrier shall be liable for delay and any Carrier shall have the right to forward the Goods by substitute carrier.

It and the performance of the contract a terminated of by the shift of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty, or disadvantage of whatsoever kind which cannot be avoided by the exercise of reasonable endeavours, the Carrier (whether or not the transport is commenced) may without notice to the Merchant treat the performance of this contract a terminated and place the Goods or any part of them at the Merchant's disposal at any of carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cases. The Carrier shall excess the contract that the contract of the contract and the shall be construed to mean that the Carrier is to make such delivery only if, in the sole judgment of the Carrier, the Vessel can get to, be at, and leave said dock or particular market and to the contract of the contract and to the contract of the contract and to the charge and the contract and the contra

Merchant. Dischage of the Goods into such ingenes or onder crian stati constitute proper curiovey, and any turner responsibility or Larner with its contract of carriage given by any interest possibility or comply with any order or directions or recommodation in connection with the transport under this contract of carriage given by any interest properties of the contract of carriage given by any interest properties of the contract of carriage given by any interest properties of the contract of carriage given by any interest properties of the contract of carriage given by any interest properties of the contract of carriage given by any interest properties of the contract of the Goods in account in addition to freight and charges. Any extra expense incurred in connection with the exercise of the Carrier's liberty under this clause shall be paid by the Merchant in addition to freight and charges. By Menever the Carrier or master may deem it advissed, or in any case where Goods are destinated for port(s) or place(s) at which the Vessel or Participating Carriers will not call, the Carrier may, without notice, forward the whole or any part of the shipment, before or after loading at the original port of shipment, or any other place or places even though outside the except of the vayage or the route to or beyond the port of discharge or the destination of the Goods, by water, by one of year or by any combination thereof, whether operated by the Carrier or others and whether departing or arriving or scheduled to depart or arrive before or after the Vessel expected to be used for the unapportation of the shipment. Be carrier may deligh orwarding assulting at Newsor the destination of the Goods, by water, by one of the shipment of the shipment. The Carrier are the Vessel expected to be used for the unapportation of the shipment. The Carrier are delight to perform a single carriage that any translationing or one-carrier and all transhippent or forwarding subject to all the terms whatever or the regular form of hill of ladi

make it unsafe, inprudent or unlawful for any reason to receive, keep, load, or carry the Goods, or commence or proceed on or continue the transport or to enter or discharge the Goods or disemburk passengers at the port of discharge or the usual or agreed or intended place of discharge or delivery, or to give rise to delay, or difficulty in proceeding by the usual or intended route, the Carrier or the master may decline to receive, keep, load or carry the Goods or may devan Container contents or any part thereof and may require the Merchant to take delivery of Goods at the place of receipt or any or the print in the commission and upon failure to deGoods and the risk and expense of the Merchant, whether or not proceeding toward or entering or attempting to enter a port of discharge, or reaching or attempting to the raise of the master may retain the Goods and or entering or attempting to the unsafe place or may fervand or tranship them as provided in this Bill of Lading, or the Carrier or the master may retain the Goods award or carrier or the place or may fervand or tranship them as provided in this Bill of Lading, or the Carrier or the master may retain the Goods warded or unwanded, to bend until the return of the place or may fervand or tranship them as provided in this Bill of Lading, or the Carrier or the master may retain the Goods warded or unwanded, to bend until the return of the place or may fervand or tranship them as provided in the Bill of Lading, or the Carrier or the master may retain the Goods warded or unwanded, to bend until the return of the place or may fervand or tranship them as provided in the Bill of Lading, or the Carrier or the master was required to the control of the place of the place of the place of the carrier or the place of such as a carrier of the place of the

argo unit during such loading or discharge, howosoever occurring, until the cargo unit is returned to Carrier's custody and, at tariff rates, for any delay beyond the time allowed for such loading or discharge, howosoever on the same, sound condition and state of cleanliness as when received by shipper or consignee, as the case may be. Such loss, damage, expense or delay shall constitute a lieu on all Goods.

Where a cargo unit is to be unpacked or unloaded by consignee or its agent, consignee or its agent shall promptly unpack or unload such cargo unit and take delivery of its contents, irrespective of whether the Goods are damaged or not. Carrier shall not be liable for loss or damage caused to the Goods by or during such unpacking or unloading.

21. When cargo units are not packed or loaded by Carrier, such cargo units shall be deemed shipped as "shipper's weight, load and coant." Carrier has no reasonable means of the shipper and inserted in this Bill of Lading, to be accurate, and shall not be liable for loss or damage caused to the Goods by or during such unpacking or unloading.

21. When cargo units are not packed or loaded by Carrier, such cargo units shall be deemed shipped as "shipper's weight, load and coant." Carrier has no reasonable means of the shipper and inserted in this Bill of Lading, to be accurate, and shall not be liable for non-receiption or such contents. The shall be allowed to the shipper and inserted in this Bill of Lading, to be accurate, and shall not be liable for non-receiption or such contents. The shall be deemed to a shall be deemed shipped as "shipper's weight, load and coant." Carrier has no reasonable means of water cargo to be a shall be deemed to a shall be deemed shipped as "shipper's weight, load and coant." Carrier has no reasonable means of water and the shall be deemed shipped as "shipper's weight, load and coant." Carrier has no reasonable means of water and the shall be deemed shipped as "shipper's weight, load and the shall be deemed shipped as "shipper's weight, l

charges, cast compensation, demange, denotion, general average, claims and any other provents and stability incurred with respect to the Crode, whether scrallpy and or star, and to rocke and strain them invested high and in terms charged to the control and the stability of the control of th

a) Carrier shall not be lished for the frauduent acts of third parties, or forgery of documentation presented to Carrier.

b) Carrier shall be entitled to rely upon the facial validity of documents presented to Carrier and or upon written instructions from the Merchant paragraphs 1c(s, 5, and 29 herein.

34. Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or exemption from, or limitation of, lished porate to deprive the Carrier of any statutory protection or exemption from, or limitation of, lished porate to deprive the Carrier of any statutory protection or exemption from, or limitation of, lished porate to deprive the Carrier of any statutory protection or exemption from, or limitation of, lished porate to deprive the Carrier of any statutory protection or exemption from, or limitation of, lished porate to deprive the Carrier of any statutory protection or exemption from, or limitation of, lished states and the Merchant argests that any situates against the Carrier shall only be brought in the exclusive jurisdiction of the Federal Coursi in the State of New York to Private Market New Market (and the Merchant expressly consents to jurisdiction in said forum. The terms of this Bill of Lading shall be separable, and if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.