Shipper A Blue Anch GUANGDONG AFI AUTO PARTS CO.,LTD NO.33 NANGE WEST ROAD, HETANG TOWN, Transpac Container System Pte. Ltd. PENGJIANG DISTRICT, JIANGMEN CITY, d/b/a Blue Anchor Line 5 Temasek Boulevard GUANGDONG PROVINCE, P.R. CHINA Sea Waybill #06-01-03 SuntecTower Five (Non-Negotiable) Singapore (038985) for Multimodal Transport And Port to Port Transport Consignee(This bill is non-negotiable unless marked "To order" or "To The order of ..." Notify Party 2(No liability shall attach to the Carrier or to his Agent for failure to notify. See Clause 14) RYCO GROUP PTY LIMITED 29-35 TARAS AVE. **ALTONA NORTH VIC 3025 AUSTRALIA Delivery Agent** Notify PartyNo liability shall attach to the Carrier or to this Agent for failure to notify. KUEHNE & NAGEL PTY. LTD. SAME AS CONSIGNEE 8 BRADFORD ST **ALEXANDRIA NSW 2015 AUSTRALIA** Pre-carriage by JIANG HANG 989 Place of Receipt (Multimodal Transport only) Port of Loading Sea Waybill-No. **JIANGMEN** LFJP4NANL Port of Transshipment Voyage No. Vessel 1064978132 COSCO HONGKONG 194S SHEKOU Place of Delivery (Multimodal Transport only) Movement Port of Discharge Freight Payable at MELBOURNE, VIC CY/CY DESTINATION PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE (See Clause 7.3) Gross Weight kgs Number of Packages Description of Goods Measurement Marks and Numbers 1 40' HC APHU7272286 CONTAINER SAID TO CONTAIN 13570.000 51.570 SEAL: R7201969 40 PACKAGE(S) **RYCO** AUTOMOTIVE FILTERS **FILTERS** PO#65333/65410/65411/6545 8/65571 HS CODE: 842123, 842131 HS CODE: 842123 ALL MENTIONED CONTAINERS SHIPPER'S LOAD, COUNT AND FREIGHT COLLECT 1 13570.000 51.570 TOTAL ON BOADE DATE: 2025/3/03 \*\*\* NO VALUE DECLARED \*\*\* OCEANFREIGHT AND CHARGES Declared Cargo Value Prepaid Collect Rates, Weight and/or Measurement subject to correction If Merchant enters a value, Carrier's per package limitation of liability shall not apply and the valorem rate will be charged. Received by the Carrier from the Shipper, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise herein stated, the total number or quantity of Containers or other packages or units indicated in the box entitled "Number of Packages" for carriage from the port of loading (or the place of receipt, if mentioned above) to the port of discharge (or the place of delivery, if mentioned above), such carriage being always subject to the terms, rights, defenses, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS FOR SEA WAYBILL'S ON HTTPS://WWW.BLUEANCHORLINE.COM AND THOSE TERMS AND CONDITIONS CONTAINED IN THE CARRIER'S APPLICABLE TARIFF) and the Shipper's attention is drawn in particular to the Carrier's liberties in respect of on deck stowage (see clause 12), and the carrying vessel (see clause 12), in accepting this Sea Waybill, any location customs or privileges to the contrary notwithstanding the Merchant agrees to be bound by all Terms and Conditions stated herein whether written, printed, stamped or incorporated on the face hereof and by the Terms and Conditions for Sea Waybill's stated on https://www.blusanchorline.com, as fully as if they were all signed by the Merchant Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the consignee or his authorized representatives. This Sea Waybill is not a document of title to the Goods and delivery will be made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorization at the port of discharge or place of delivery, as appropriate, without the need to produce or surender a copy of this Sea Waybill. IN WITNESS WHEREOF the Carrier by its agents has signed this Sea Waybill. Total amount due Place and date of issue: For and on behalf of the Carrier **GUANGZHOU** 03.03.2025 MBlue Anchor Line by KUEHNE & NAGEL LTD. As Agents for the Carrier

1. DEFINITIONS

\*\*Carriage\* means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this sea waybill including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documentary, customs and IT processes. \*\*Carrier\* means\* Transpac Container\* System Pte. Ltd., 5 Temasek Boulevard, #06-01-03, \*\*Carrier\* Agents\* include but are not limited to the Kuehne + Nagel company which arranged the Carriage and/or issued this sea waybill and the Kuehne + Nagel company which arranged the Carriage and/or issued this sea waybill and the Kuehne + Nagel company in the country where the Goods are discharged and/or delivered. \*\*Consolidation\* includes stuffing, packing, loading or securing of Goods on or within Containers and Consolidate shall be construed accordingly. \*\*Container\* includes any container\* (including but not limited to open top containers), trailer, transportable tank, platform, tilt van, flat, pallet or any similar article of transport used to \*\*Freight\* includes freight\*, demurrage, detention costs and all expenses and monetary obligations, including but not limited to dutles, taxes and dues, incurred by the Carrier and payable by the Merchant. \*\*\*

Freight\* includies freight,\* demurrage,\* detention costs and all expenses and monetary obligations, including but not limited to dutles, taxes and dues, incurred by the Carrier and payable by the Merchant.

Goods\* means the whole or any part of the cargo received by the Carrier from the Merchant and includes any packing and any equipment or Container outpulsed by or on behalf of the Carrier. Goods\* means the whole or any part of the cargo received by the Carrier from the Merchant and includes any packing and any equipment or Container outpulsed by or on behalf of the Carrier. Goods\* means the state of the Carrier for Carrier for for the Carrier f

. CONTRACTING PARTIES

1 By accepting this sea waybill, the Merchant confirms and agrees that the Carrier's Agents ct as the Carrier's agents only and that the Merchant has no claim against the Carrier's gents for any claims arising out of the Carriage.

3. CARRIER'S TARIFF
3.1 The provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to Container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been filled. In the case of inconsistency between this sea waybill and the applicable tariff, this sea waybill shall prevail.

4. NON-NEGOTIABILITY
4.1 Notwithstanding the application to this sea waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar convention or legislation, this sea waybill is not negotiable and is not a document of title to the Goods.

# SUB-CONTRACTING AND INDEMNITIES

5. SUB-CONTRACTING AND INDEMNITIES
5.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the Merchant is entitled to bring claims against Sub-Contractors) that any Sub-Contractor can, at its option, apply its own terms of contract with the Carrier to defend claims brought by the Merchant.

If the Merchant undertakes shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose upon any Sub-Contractor any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising in contract, ballment, tort, negligence, breach of express or implied warranty or otherwise; and (b) if any claim or allegation should nevertheless be made against a Sub-Contractor, to indemnify the Carrier against all consequences thereof.

Indemnify the Carrier against all consequences thereof.

5.3 Without prejudice to the other provisions in this Clause 5, every Sub-Contractor shall have the benefit of all provisions herein benefiting the Carrier including clause 21 hereof, the jurisdiction and law clause, as if this sea woybil (including Clause 21 hereof) were expressly for its benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such Sub-Contractor and such Sub-Contractor shall to this extent be or be deemed to be parties to this contract.

6. CARRIER'S LIABILITY
6.1 Where the Carriage is Port to Port Transport:
(a) the period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the moment the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel, and the Vessel and shall end when the Goods have been discharged from the Vessel, to the Goods shall be determined in (b) the liability of the Carrier for loss of or damey et on the Goods shall be determined in compulsority applicable to bills of lading and if no such national and six compulsority applicable, then in accordance with the Hague-Visby Rules Article 1-8 inclusive (excluding Article 3 rule 8).

then in accordance with the Hague-visby routes arouse to an accordance with the Hague-visby routes arouse to account of the State and the Account of the Acc

damage did not occur at sea. (d) if the Goods are discharged at a port other than the Port of Discharge or at a Place of Delivery instead of the Port of Discharge, and the Carrier in its absolute discretion agrees to a request to such effect, such further Carriage will be undertaken on the basis that this sea wayfull is to apply to such Carriage as if the ultimate destination agreed with the Merchant had been entered on the front side of this sea wayfull as the Port of Discharge or Place of Delivery, 6.2 Where the Carriage is Multimodal Transport and the Merchant can prove at what stage the loss or damage occurred:

or damage occurred:

liability of the Carrier shall be determined by the provisions contained in any
ional convention or national law, which applies compulsorily to the relevant stage of
timodal Transport and cannot be departed from by private contract to the detriment of
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the Multimodal Transport and cannot be departed from by private contract to the detriment of the defining and the damagn. The damagn department of the damagn and the damagn department of the damagn and the damagn department of the damagn department of the damagn of the movement where the loss or damage occurred, any liability of the Carrier shall be determined by sub-clause 6.3.

6.3 Where the Carriage is Multimodal Transport but the Merchant cannot prove at what stage the loss or damage occurred or if this sub-clause applies pursuant to sub-clause 6.2:

(a) the Carrier shall be relieved of liability for any loss or damagn if such loss or damagn are of the work of the Merchant or any Person action on behalf of the Merchant o

or resulted from:

(i) the wrongful act or neglect of the Merchant or any Person acting on behalf of the Merchant other than the Carrier or its servant, agent or Sub-Contractor.

(ii) compliance with the instructions of a Person entitled to give them;

(iii) the lack of, or defective condition of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed;

(iv) handling, loading, stowage or unloading of the Goods by the Merchant, or any person action on behalf of the Merchant;

(v) inherent vice of the Goods;

acting on behalf of the werchant; (v) inherent vice of the Goods; (v) insufficiency or inadequacy of marks or numbers on the Goods, coverings, or unit loads; (vi) strikes or lockouls or stoppage or restraint of labour from whatever cause whether partial or general; (viii) an act, neglect or default in the navigation or management of the Vessel occurring during

(wiii) an ect, neglect or default in the navigation or management of the Vessel occurring during carriage by water line was caused by the actual fault or privity of the Carrier or tack of exercise (Ix) fire; unless the line was caused by the actual fault or privity of the Carrier or tack of exercise of the ellipse to lonate the Vessel searchtly, properly to man, equip and supply the Vessel the Merchant shall have the burden of proof.

(x) a nuclear incident;
(x) a nuclear incident;
(x) a nuclear incident;
(x) any other cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(b) The burden of proof that the loss or damage was due to one or more of the causes, or events, specified in sub-clause 6.3 (a) attail reat upon the Carrier. When the Carrier one or more of the causes, or events, specified in sub-clause 6.3 (a) at shall be presumed that it was so caused. The claimant shall, 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 are events.

Carrier shall only be liable to the extent that another cause contributed to the loss or age. Compensation and Limitation limit liability as provided for within this sea waybill, the subject to the Carrier's right to limit liability as provided for within this sea waybill, the left shalling shall be soliculated by reference to the value of the Goods at the place and Where the Hague Rules. Hague-Visby Rules or any other rules compulsorily apply to the riage the Carrier's liability shall in no event exceed the amounts provided for in the licable rules.

incapie rules.
In all other cases compensation shall not exceed the amounts provided for in the in all other cases compensation shall not exceed the limitation of liability of 2 SDRs per of gross weight of the Goods lost, damaged or in respect of which the claim arises. Where the Hague Rules Hague States of the States of the Hague Rules Hague States of the States

5 Time-baar 
Where the Hague Rules, Hague-Visby Rules or any other rules apply compulsorily to the 
arriage, the time limit for bringing claims will be as prescribed by the applicable rules, 
in all other cases, the Carrier shall be discharged of all lability whatsoever unless suit is 
ought within nine months after the delivery of the Goods or the date when the Goods should 
we been delivers.

have been delivered. 6.6 Liability applicable to both kind of transport mode (a) The Carrier shall not, in any case, be liable for an amount greater than the actual loss to the Person entitled to make the claim. (b) Ad Valorem: declared value of Package or shipping unit.

The Carrier's liability may be increased to a higher value by a declaration in writing of the value of the Goods by the Merchant upon delivery to the Carrier of the Goods for shipment, such higher value being inserted on the front of this sea waybill in the space provided and, if required by the Carrier, et a freight being paid, in such case, if the actual value of the Goods value and the Carrier's liability, if any, shall not exceed the declared been do to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. (c) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier does not undertake that the Goods shall arrive at any place at any particular time and shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and consequential shall be adjusted by delay or any other cause whatsoever and place to the declared value. (d) Notice of Loss or Damage
The Carrier shall be deemed prima facie to have delivered the Goods as described in this sea waybill unless notice of loss of, or damage to, the Goods, including the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the Person value of the Carrier waybill on the consecutive days thereafter.

(e) The defences and limits of liability provided for in this sea waybill shall apply in any action against the Carrier whether the action be found in contract, bailment, tort, breach of express or implied warranty or otherwise.

(f) The Merchant shall Indemnify the Carrier against any claim or liability exceeds the Carrier's lability under this sea waybill shalls apply in any action against the Carrier whether the action be found in contract, bailment, tort, breach of express or implied warranty or otherwise.

(1) the Metchant shall indentinity the Carrier against any claim or liability arising therefron) aising from the Carriege of the Goods insofar as such claim or liability accesseds the Carrier's liability under this sea waybil.

7. MERCHANT'S WARRANTIES AND RESPONSIBILITIES
7.1 Every Person defined as Merchant is jointly and severally liable to the Carrier for all the Merchant's undertakings, responsibilities and liabilities under or in connection with this sea waybill and to pay the Freight due under it without deduction or set-off.

I he authority of the Person owning or entitled to the possession of the Goods and this sea waybill or any Person who has a present or future interest in the Goods and this sea waybill or any Person who has a present or future interest in the Goods and this sea waybill or any Person who has a present or future interest in the Goods and this sea waybill or any Person who has a present or future interest in the Goods and this sea waybill or any Person who has a present or verified gross mass, weight, content, measure, guantity, quality, condition, marks, numbers amy claim and the description and particulars including, but not limited to verified gross mass, weight, content, measure, guantity, quality, condition, marks, numbers amy claim and the deciration of the carrier that the description and particulars including, but not limited to any imposed at any time before or during the Carriage relating to anti-terrorism measures) of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses (including without prejudice to the generality of the foregoing, freight for any additional Carriage undertaken) incurred or suffered by reason therefor or by reason of any fleegal, incorrect or insufficient marking, numbering or the propose marking, numbering or the propose marking, numbering or insufficient m

responsible. 7.8 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Goods for which the Carrier is not responsible.

8. DANGEROUS GOODS
8.1 No Goods which are or may become dangerous (whether or not so listed in codes), inflammable, damaging, injurious (including radioactive materials), noxious or which are or may become liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage without:
(a) the Carrier's express consent in writing; and
(b) the Container and/or other covering in which the Goods are to be transported and/or the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with all applicable laws, regulations and/or requirements.

If the Merchant fails to provide such information and the Carrier is unaware statements.

aracter of any such Goods and so as to comply with all applicable laws, regulations and/or guirements.

If the Merchant fails to provide such information and the Carrier is unaware the dangerous nature of the Goods and the necessary precautions to be taken and if, at y time, they are deemed to be a hazard to life or property, they may at any place be loaded, destroyed or rendered harmiess, as circumstances may require, without mpensation, and the Merchant shall be liable for all loss, damage, delay or expenses arising m the Carriage. The burden of proof that the Carrier knew the exact nature of the danger m the Carriage. The burden of proof that the Carrier knew the exact nature of the danger by the control of the companies of the control of the carrier at 1 he Merchant shall comply with rules which are mandatory according to the national law by reason of international convention, relating to the carriage of Goods of a dangerous ture. If any Goods shipped with the knowledge of the Carrier as to their dangerous nature all became a danger to the ship or cargo, they may in like manner be landed at any place destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier cept to General Average, if any any breach of the provisions of this clause 8 or from any tose in connection with the Goods for which the Carrier is not responsible.

expense whalsoever anising from any breach of the provisions of this clause is or from any cause in connection with the Goods for which the Carrier in not responsible.

8. CONTAINERS

9. CONTAINERS

9. The terms of this sea waybill shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier of elivered to the Merchant, the Carrier in connection with or 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, the Carrier shall not be liable for loss of or damage to the Goods.

9. 31 if a Container has been Consolidated by or on behalf of the Merchant, the Carrier shall not be liable for loss of or damage to the Goods.

9. (a caused by the unsuitability of the Goods for carriage in Container actually used; b) caused by the unsuitability or defective condition of the Container apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was suffied; d) if the Container is not sealed at the commencement of the Carrier, this paragraph (c) and (i) if the Container is not sealed at the commencement of the Carrier was suffied; d) if the Container is not sealed at the commencement of the Carriar was suffied; d) if the Container is not sealed at the commencement of the Carriar was suffied; d) if the Container is not under an obligation to provide a Container of any particular type or quality.

9. Soods stowed in closed containers other than flats or pallets, whether by the Carrier of the Merchant, may be carried on deck, on an open lorry, on an open trailer, or an open railway wagon without notice to the Merchant. Such Goods, whether or not so carried, shall participate to the Hague Rules and Hague-Visty Rules.

9. The Merchant shall Indemnify the Carrier respect to trailers, transportable tanks, flats and ballets which have not been filled, packed or

cause in connection with the Goods for which the Carrier is not responsible.

10. TEMPERATURE CONTROLLED CARGO

10.1 The Merchant Lundertakes not by tender for Carriage any Goods which require temperature control without previously giving written notice (and filling in the box on the front of this sea waybill if this sea waybill has been prepared by the Merchant or a Person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container Consolidated by or on behalf of the Merchant further undertakes that the Container has been properly procoled, that the Goods have been properly Consolidated in the Container and that its thermostatic controls have been properly ID.2 If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance and the Merchant shall Indemnify the Carrier for any resulting loss the Carrier suffers.

10.3 The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall be carried exercise due diligence to maintain the refrigerated Container in an efficient state.

10.4 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any preach of the provisions of this clause 10 or from any

cient state.

4 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or ense whatsoever arising from any breach of the provisions of this clause 10 or from any se in connection with the Goods for which the Carrier is not responsible.

. INSPECTION OF GOODS

1 The Carrier or any Person authorised by the Carrier shall be entitled, but under no ligation, to open and/or scan any Container or package at any time and to inspect the

ougation, to open and/or scan any Container or package at any time and to inspect the contents.

11.2 If It appears at any time that the Goods, or any part of them, cannot safely or properly be carried, or carried further, either at all or without incurring any additional expense or taking measures in relation to the Container or Goods, the Carrier may without notice to the Merchant carry or confinue the Carriage thereof, and/or to sell or dispose of the Goods and/or to abandon the Carriage and/or to store the Goods ashore or afloat, under cover or in the open, at any place, whichever the Carrier in his absolute discretion considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this sea waybill. The Merchant shall indhermify the Carrier against any reasonable to the control of the con

Nowsoever arising from any action or lack of action under this clause.

12. METHODS AND ROUTE OF TRANSPORTATION

12. 1 The Carrier may at any time and without notice to the Merchant:

(a) In a Carrier may at any time and without notice to the Merchant:

(b) load or carry the Goods on any Vessel whether named on the front hereof or not:

(c) transfer the Goods from one conveyance to another including transshipping or carrying the same on a Vessel other than the Vessel named on the front hereof or by any other means of transport whatsoever and even though transshipment or forwarding of the Goods may not have been contemplated or provided for herein;

(d) at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever;

(e) proceed at any speed and by any route in his discretion (whether or not the nearest or more or more often and in any order.

(g) comply with any orders or recommendations given by any government or authority or any Person or body acting or purporting to act as or on behalf of such government or authority or

having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; (h) permit the Vessel to proceed with or without pilots, to tow or be towed or to be dry-docked with or without cargo onboard; (l) permit the Vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and sail armed or unarmed. 12.2 The liberties set out in sub-clause 12.1 above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or undergoing repairs, adjusting instruments, towing or being towed, sailing with or without pilots, drydocking, picking up or landing any persons, including but not limited to Persons involved with the operation or maintenance of the Vessel and assisting Vessels in all situations. Anything done in accordance with sub-clause 12.1 above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

## 13. DECK CARGO

Unless it is specifically stipulated that the Goods will be carried under deck on the front is sea waybill; the Goods (whether containerised or not) may be stowed on or under deck out notice to the Merchant and any deck stowage shall not be a deviation of whatsoever

to or degree.

If carried on deck, the Carrier shall not be required to note, mark or stamp on the sea ill any statement of such on deck carriage. Such Goods whether carried on deck or under shall participate in General Average and, subject to Clause 13, such Goods shall be need to be within the definition of Goods for the purposes of the Hague Rules or any laidion making such rules, the Hague-Visby Rules compulsorily applicable to this sea all

regiptil.

13.3 Goods which are stated on the front of this sea waybill to be carried on deck, and which are actually carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during Carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever.

COLLECTION AND DELIVERY OF THE GOODS

1 When collection or delivery takes place at the Merchant's premises, the place of collection delivery shall be the usual place of loading or unloading the Goods into or from the vehicle

or delivery shall be the usual place of loading or unloading the Goods into or from the vehicle and:

(a) the Carrier shall not be under any obligation to provide any plant, power or labour which may be required for the loading or unloading at such premises. This shall be the responsibility of the Merchant at his own risk and expense.

(b) any assistance given by the Carrier additional to the foregoing is given entirely at the (b) any assistance given by the Carrier additional to the foregoing is given entirely at the (b) any assistance given by the Carrier additional to the foregoing is given entirely at the following the carrier of the Carrier and the Carrier and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

(a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, notwithstanding that any charges, dues or other the Carrier and the Carrier and the Carrier of the Carrier of

(c) in any event the Larrier shall be enuissed and costs resulting from the above meritioned circumstances.

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15. BOTH-TO-BLAME COLLISION
15.1 The latest version of BIMCO's Both-to-Blame Collision Clause is incorporated herein

which is available on request.

16. GENERAL AVERAGE

16. 1 General Average shall be adjusted at any part or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 2016, this covering all Goods whether carried on or under deck. The New Jason Clause as approved by BIMCO shall be considered as incorporated herein which is available on request.

16.2 Notwithstanding sub-clause 16.1, the Merchant shall Indemnify the Carrier in respect of any claims of a General Average nature which may be made against him and shall provide such security as may be required by the Carrier in this connection.

16.3 Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall, if required be sufmitted to the Carrier prior to delivery of the Good.

16. Carrier shall be under no biglagion to Tasch my steps whatsoever to collect security for General Average contributions due to the Merchant.

FREIGHT

I Freight shall be deemed fully earned upon receipt of the Goods by the Carrier and shall

17. FREIGHT 17.1 Freight shall be deemed fully earned upon receipt of the Goods by the Carrier and shall be paid and be non-returnable in any event. In 17.1 Freight is the paid and be non-returnable in any event. The stipulations concerning currency in which the Freight is the paid, rate of exchange, devaluation and other contingencies relative to Freight in the relevant tariff conditions. If no such Freight is quoted is devalued or revalued between the date of the Freight appearement and the date when the Freight is paid, then all Freight shall be stipulation as to devaluation exists or is applicable and if the currency in which the automatically and immediately changed in proportion to the extent of the devaluation or revaluation of the said currency, Payment shall be made in the scurrency named in the sea 17.3. The Freight has been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or frue copy thereof and to inspect, rewelph, re-measure and revalue the Goods and if the particulars are found by the Carrier to be incorrect, it is agreed that without prejudice to the rights of the Carrier as per clause 11 a sum equal either to five times the difference between the correct Freight and the Freight charged or to double the correct Freight less the Carrier nowthistanding any other sum having been stated in this sea waybill as the Freight payable.

Freight charged, withortever sum is the smaller, shall be payable as liquidated damages to the Carrier notwithstanding any other sum having been stated in this sea waybill as the Freight 17.4 All Freight shall be paid without any set-off, counter-claim, deduction or stay of execution. 17.5 Despite the acceptance by the Carrier of instructions to collect Freight or other expenses from any other Person in respect of the transport under this sea waybill, the Merchant shall remain responsible for such monies on receipt of evidence of demand and the absence of payment for whatever reason. 17.6 All dues, taxes and charge brief and the Cooks and other expenses in connection that the paid in terms of the carrier for any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warilke operations, epidemics, strikes, government directions or force majeure.

government directions or force majeure.

18. LIEN

18. LIEN

18.1 The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier under this sea waybil and for General Average (18.2 The Carrier shall also have a lien on the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other contract.

18.3 The Carrier may exercise his lien at any time and at any place in his sole discretion, whether the Carriage is completed or not. In any event any lien shall (a) survive the delivery of the Goods and (b) extend to cover the cost of recovering any sums due.

18.4 To enforce and satisfy the Carrier's lien, the Carrier shall have the right to sell or otherwise dispose of the aforementioned Goods and documents by public auction or private treaty at the decrease of the consignee shown on the front side of the sea waybill prior to any sale or other disposal the consignee shown on the front side of the sea waybill prior to any sale or other disposal exceeding the sums due and the costs relating to the sale or other disposal exceeding the sums due and the costs relating to the sale or other disposal exceeding the sums due and the costs relating to the sale or other disposal.

19. VARIATION OF THE CONTRACT
19.1 No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier to waive or vary.

20.1 if any provision in this sea waybill is held to be invalid or unenforceable by any court, tribunal or regulatory or self-regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this sea waybill contract shall be carried out as if such invalid or unenforceable provision was not contained herein.

21. JURISDICTION AND LAW
21.1 Disputes arising under this sea waybill shall be determined by the courts of London. United Kingdom and in accordance with the laws of England and Wales. No proceedings may be brought before other courts, unless both parties expressly agree the choice of the other court or arbitration tribunal and the law to be fine applicable.