

TERMS AND CONDITIONS

Kuehne + Nagel Inc. d/b/a Blue Anchor America Line 10 Exchange Place Jersey City, NJ 07302

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 weight 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 (bunine** hepsel for... Jersey City, trading as tible Archor America Line.

**Where the Goods are discharged and/or delivered.

COGSA means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

Consolidation includes stuffing packing, loading or securing of Goods on or within Containers and Consolidate Indian Bulb e construed accordingly.

Container includes stuffing packing, loading or securing of Goods on or within Containers and Consolidate Indian Bulb e construed accordingly.

Container includes any container (including but not limited to open top containers), trailer, transportable tank, platform, lift van, flat, pallet or any similar article of transport used to Consolidate goods and any annalities perupiement.

Freight includes freight, demurrage, detention costs and all expenses and monetary obligations, including but not limited to duties, taxes and dues, incurred by the Carrier and payable by the Marchant.

Consolidate goods and any annolliary equipment.

Freight including clear feight, demurrage, clearition costs and all expenses and monetary obligations, including but not limited to duties, taxes and dues, incurred by the Carrier and payable by the Merchant.

Freight including clear feight, demurrage, clearition of the carrier from the Merchant and includes any packing and any equipment or Container not supplied by on the whole or any part of the carrier, or container supplied by or on behalf of the Carrier flow excludes any Container supplied by or on behalf of the Carrier flow excludes any Container supplied by or on behalf of the Carrier flow excludes any Container supplied by or on behalf of the Carrier flow excludes any Container supplied by or on behalf of the Carrier flow excludes any Container supplied by or on behalf of the Carrier flow excludes any Container supplied by the Protocol Signed at Brussess on 23d rebraumy 1868. It is expressly provided that nothing in this sea waybill shall be construed as contractually applying the Hague-Visity Rules.

**National Transpared and the American Signed at Carrier flow excludes any Carrier state of the Carrier state of the Carrier state of the Carrier state of the Carrier and the Carrier state of the

2 DOWN MORE PARTING TO A TRAIN THE SHIPPER CONTINUES AND ASSESSED TO A SECTION AS A sea waybill. 3. CARRIER'S TARIFF

he 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.
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 consistency between this sea wayfull and the applicable tariff, this sea whyfull shall prevail.

4. NON-NEOU IMBLIT 1
Notwithstanding he paid and ownered of tiles to the Hague-Visby Rules, or of any similar convention or legislation, this sea waybill
Notwithstanding he paid and downered of tiles to the Goods.
5. SUB-CONTRACTING NON DICENNITES
5. SUB-CONTRACTING NON DICENNITES
5. The Carrier shall be entitled to be become to the paid of the Contraction 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.
5.2 The Merchant undertakes:
(a) that no claim or allegation shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose upon any Sub-Contractor any laising whatsoever in connection with the Goods or the Conde, whether or not writing in contract, beliment, fort, negligation, breach of express or implied warranty or

inationly windsoever in contraction wan me soldos on the Carriage or the South, whereas or into analog in contract, parameter, including specific products, and (b) if any claim or allegation should nevertheless be made against a Sub-Contractor, to Indemnify the Carrier against all consequences thereof.

5.5 Without projection be not be other provisions in this Clauses 6, every Sub-Contractor shall have the benefit of all provisions herein benefiting the Carrier, so including clause 1, the purisdiction and law clause, as if this sea waybill (including Clause 2) thereof, the jurisdiction and law clause, as if this sea waybill (including Clause 2) thereof) were expressly for the benefit and in entering into this contract the Carrier, to the extent of these provisions, does not only on this own behalf but allows a segar of trustees for such Sub-Contractor and such Sub-Contractor shall be this extent be or be deemed to

e parties to this contract. 5. CARRIER'S LIABILITY

Is A UNIVERSEAU AUGUST AS LABORATION OF THE CONTROL OF THE CONTROL

(a) When the Not SC ASTRACE.

(a) When the Not SC Carriage is Port Do Port Transport.

(ii) 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.

(ii) the lability of the Carrier for loss of or damage to the Goods shall be determined in accordance with any national law making the Hague Rules or Hague-Visby Rules compulsorily applicable to this or damage and the Goods shall be under no lability whatevoer for loss or damage to the Goods shall be in its actual or constructive possession before loading or after discharge, howeveer caused, and liberly in the Hague Rules. Hague-Visby Rules or any other rules as applied by clause (b) during such additional compulsory period for responsibility, notwithstanding that the loss or damage did not occur at sea.

(iv) 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 wayful is the Port of Discharge or Po

determined by sub-clause 6.2(c).
(c) Where the Non US 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
8.2/h'-

is 2(b):

(i) the Carrier shall be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

(A) the wongful act or neglect of the Merchant or any Person actives on behalf of the Merchant other than the Carrier or its senvant, agent or Sub-Contractor;

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

(C) 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;

(D) handing, loading, stowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant;

(D) handling, loading, allowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant;
(E) interent vice or the Goods,
(E) interent vice or the Goods,
(E) interent vice or the Goods,
(E) at least or lockouts or stoppage or restraint of labour from whatever cause whether pertial or general;
(E) at least or lockouts or stoppage or restraint of labour from whatever cause whether pertial or general;
(F) and cningeloc or default in the navigation or management of the Vessel occurring during carriage by water;
(I) fire, unless the fire was caused by the actual fault or privily of the Carrier or lack of exercise of due diligence to make the Vessel seaworthy, properly to man, equip and supply the
Vessel or to make the fit and safe for the reception, carriage and preservation of the Goods; for which the Merchant shall have the burden of proof

Vessel or to make her fit and safe for the reception, carrage and preservation of the voussa, to write use mentions must use the contract of t

(in) Write the Loss of damlage was pairly classed by the of the classes at sub-classed of Z(C(I)) the Carrier's listal intring the latent to the extent into allotted classes continued of the Contract (d) Compensation and Limitation.

(d) Compensation and Limitation

(i) Subject to the Carrier's right to limit liability as provided for within this sea waybill, the Carrier's liability shall be calculated by reference to the value of the Goods at the place and time at which they were accepted for Carriage.

(ii) Where the Hague Males, Hague-Visby Rules or any other rules compulsorily apply to the Carriage the Carrier's liability shall in no event exceed the amounts provided for in the

applicable rules.

||| in all other cases compensation shall not exceed the limitation of liability of 2SDRs per kilo of gross weight of the Goods lost, damaged or in respect of which the claim arises.

have been delivered.

As Justice stress or construction of the split called the specified by the applicable rules.

As Justice stress, and the specified of the specified by the split called the specified of the delivery of the Goods or the date when the Goods should 6.3 LIABLITY APPLICABLE TO BOTH US CARRIAGE AND NON-US CARRIAGE

(a) The Carrier shall not, in any case, be liable for an amount greater than the actual lose to the Person eridited to nake the claim.

(a) The Carrier shall not, in any case, be liable for an amount greater than the actual lose to the Person eridited to nake the claim.

(b) The Carrier of the Goods of the Specified Specif

Sive 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 howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the Freight applicable to the relevant stage of the transport.

(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, indicating 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 entitled to delivery thereof under this sea waybill or, if the loss or damage is not appearent, within three consecutive days thereafter.

(e) The defences and initians 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 of the Merchant shall helennify the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability carriers is lability under his sea waybill.

unipsed warranty or otherwise.
(f) The Merchant shall Indemnify the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability.

RECHANT'S WARRANTES 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.

7.2 The Merchant warrants that in agreeing to this sea waybill he is or is the agent of and has the authority of the Person owning or entitled to the possession of the Goods and this sea waybill.

7.3 The description and particulates of the Goods and Container set out on the face hereof in the Container of the Goods and this sea waybill.

7.4 The Merchant had becomply with all agreeing to this accordance of the Goods and this sea waybill.

7.5 The description and particulates of the Goods and Container set out on the face hereof in the Container of the Goods and this sea waybill.

7.4 The Merchant had comply with all agripticate lears, requisitors and requirements (including by the Merchant and the Merchant variants to the Contrainer of the Co

of the Good and service of the Control of the Contr

7.7 The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrage before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or Sub-Contractor (other than the Merchant) caused by the Merchant or any Person acting on his behalf or for which the Merchant is otherwise responsible.
7.3 The Merchant hall 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. DAMCEROUS GOODS

servous 3000s Soods which are or may become dangerous (whether or not so listed in codes), inflammable, damaging, injurious (including radioactive materials), noxious or which are or liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage without:

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 before 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
container and/or before covering in which the Goods are to be transported and/or the Goods and the necessary precutations to be taken and if, at any time, they
are the Metchant fails to provide such information and the Currier is unaware of the dangerous nature of the codes and the necessary precutations to be taken and if, at any time, they
are the shall be failed for all loss, changes, delay or expenses arising from the Carriers and the taken of the danger constituted by the carriage of
the Goods shall rest upon the Merchant.
SI The Merchant hall comply with rules which are mendatory according to the national leave or by reason of intensitional convention, relating to the carriage of Goods of a dangerous
nature. If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall became a danger to the ship or cargo, they may in like manner be landed at any place
or destroyed or rendered innocuous by the Carrier and the Carrier as to their changerous nature shall became a danger to the ship or cargo, they may in like manner be landed at any place
or destroyed or rendered innocuous by the Carrier as to their changerous nature shall became a fanger to the ship or cargo, they may in like manner be landed at any place
or destroyed or rendered innocuous by the Carrier as to their changerous nature shall became a fanger to the ship or cargo, they may in like manner be landed at any place
or destroyed or rendered innocuous by the Carrier as to their changerous nature shall became a fanger to the ship or cargo, they may in like manner be landed at any place
or destroyed or rendered innocuous by the Carrier as to their changerous nature. If any
Occurriantees

in connection with the Goods for without size using the control of the Goods for which the Goods for which the Goods for which the Goods owned by other Persons.

2 The terms of this sea wayfull shall gowern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or affect the Goods received by the Goods river or delivered to the Merchant, the Carrier shall not be liable for loss of or damage to the Goods:

3.9 If a Container has been Consolidated by or no behalf of the Merchant, the Carrier shall not be liable for loss of or damage to the Goods:

2.5 of a Container has been contained by our behalished by the container has been contained as the solution of the container has been contained as the solution of the Container actually lead to the container actually used provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsultability of defective condition of the Container actually used provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsultability of defective condition would have been appeared upon reasonable inspection by the wherehant all or prior to the time when the Container was stuffed; (d) if the Container is not sealed at the commencement of the Carrier, the Carrier has agreed to seal the Container.

Intainer of any particular type or quality.

Goods stowed in closed containers other than flats or pallets, whether by the Carrier or the Merchant, may be carried on deck, on an open lony, on an open trailer, or an open railway gon without notice to the Merchant. Such Goods, whether or not so carried, shall participate in General Average and shall be desemed to be within the definition of Goods for the proses of the Hague Rules and Hague-Valiby Rules.

The provisions of clause 6 also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.

The Merchants Hall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 9 or from any cause connection with the Goods for which the Carrier is not responsible.

TEMPERATURE CONTROLLEC AGE ONTROLLEC AGE.

In connection with the Goods for visitoh the Carrier is not responsible.

10.1 The Merchant undertakes not to 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 ways)lift 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 pre-cooled hat the Goods have been properly Consolidated in the Cases of a temperature controlled Container Consolidated by or on behalf of the Merchant further undertakes that the Container has been properly pre-cooled hat the Goods have been properly Consolidated in the Cartainer and that the Goods have been properly Consolidated in the Cartainer and that the Goods have been properly Consolidated in the Cartainer and the Merchant shall be contained the Cartainer and the Merchant shall be demand by the Cartier for any resulting loss the Cartier suffice.

10.3 The Cartier shall not be lable for any loss of or damage to the Goods single form devices of the Container, provided that the Cartier shall before or at the beginning of the Cartiage exercise due diligence to maintain the refrigerated Container in an efficient state.

10.4 The Merchant shall Indemnify the Cartier against any loss, damage, claim, liability or expense whateveer arising from any breach of the providence of this clause of the Container and the Cartier and the Cartier against any loss, damage, claim, liability or expense whateveer arising from any breach of the providence of the cause in correction with the Coods for which the Cartier is not responsible.

11. INSPECTION OF GOODS

11. The Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, 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 note to the Merchant (but as his agent only) lake any measures and/or incur any reasonable additional expense to carry or continue the Carriage thereof, and/or to sell or dispose of the Goods and/or to abundon the Carriage and/or to store the Goods ashore or about, under cover or in the open, at any place, whicheve the Carrier in his absoluted screetion considers most appropriate, within sale, disposal, abandonment or storage sharted used eleven under this sea wayfull. The Merchant shall indemnify the Carrier against any reasonable additional expense so incurred.

13. The Carrier in exercising the liberties contained in this clause shall not be under any obligation to take any perstudar measures and shall not be liable for any loss, delay or damage.

12. METHODS AND ROUTE OF TRANSPORTATION
12.1 The Carrier mount of the ca

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

(a) use any means of transport or storage whateoever;

(b) load or carry may at any time and without notice to the Merchant:

(a) use any means of transport or storage whateoever;

(b) load or carry his Goods on any Vessels 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

(d) als any place unpeck and remove Goods which have been stiffed in or on a Container and forward the same in any manner whateoever;

(e) proceed at any speed and by any routie in his discretion (whether or not the nearest or meet direct or usotamay or advertised route) and proceed to a stay at any place whateoever cove or more often and in any order;

(f) load or unload the Goods from any conveyance at any place (whether or not the nearest or meet direct or usotamay or advertised route) and proceed to a stay at any place whateoever cove or more often and in any order;

(f) load or unload the Goods from any conveyance at any place (whether or not the nearest or meet direct or usotamay or advertised route) and proceed to a stay at any place whateoever or the conveyance are supported by the Carrier the right to give orders or direction;

(f) load or unload the Goods from any conveyance employed by the Carrier the right to give orders or direction;

(h) permit the Vessel to proceed with or without ploits, to two or be toved or to be dry-docked with or without cargo onboard;

(l) permit the Vessel to carry livestock, Goods of all kinds, dangerous or ortherwise, contraband, explosives, munifors or warrike stores and sail armed or unarmed.

12.2 The libertees set our in sub-clause 12.1 above or may be simply adjusting instruments, towing or being bytes, staining on warrising of the Goods, including but rout instituted to board, saining with or whindut plicis, dycoloning plotting to pulsaring clause 12.1 abov

13. DEK CARGO

13. Unless it is specifically stipulated that the Goods will be carried under deck on the front of this sea waybill, the Goods (whether containerised or not) may be stowed on or under deck without notice to the Merchant and any deck stowage shall not be a deviation of whatsoever nature or degree.

13.2 It carried on the Kr. Charrier shall not be required to note, man's or stamp on the sea waybill may statement of such on deck carriage. Such Goods whether carried on deck or under deck shall participate in General Average and, subject to Clause 13.3, such Goods shall be deemed to be within the definition of Goods for the purposes of the Hague-Wisty Aules computationy applicable to this sea way through the control of the state of the Hague-Wisty Aules computationy applicable to this sea way sufficient of note, 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.

loss or damage of whatsower nature arising during Carriage by sea or infand waterway wnerner (auseu by triseemounts) and the season of the GOOS (AL COLLECTION AND DELIVERY OF THE GOOS (AL COLLECTION AND DEL

whicks 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 its own risk and separese.

(b) any assistance open by the Carrier additional to the foregoing is given entirely at the Merchant's risk as to dismage to or loss of Goods or injury to Persons.

14.2 If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensoever and

14.2 It at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whensoever and hovesover arising (whether or not the Carriage has commenced) the Carriar measurably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carriar rinay deem safe and convenient, notwithstanding that any charges, dues or other expenses may be or become psyclib. If carlis are used, other than at the request of the Merchant in circumstances where the Goods or that part thereof so discharged above without additional delay foods (or part thereof as oticharged above without additional delay foods for part thereof as oticharged and the report and charged after without additional delay foods for part thereof as oticharged and the responsibility of the Carriar in respect of such Goods shall cease;

(b) without prejudice to the Carriar's right to subsequently abandon the Carriage under Clause (a)14.2 (a) above, continue the Carriage.

(c) it any event the Carriar's all certified to full Freight on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned

(c) In any event the Carrier shall be effitted to use in regign on soudis received to Centege and the Microsoft in accordance with the orders or recommendations given by any government or authority or any Person acting or purporting to act as or on behalf of such government or authority. This shall recommendations given by any government or authority or any Person acting or purporting to act as or on behalf of such government or authority. This shall recommendations given by any government or authority or any Person acting or purporting to act as or on behalf of such government or authority. This shall recommendation of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation thereunder.

14.5 Should the Shipper request the Carrier to deliver the Goods to a Person other than the Consignee named on the front hereof, agreement to such change shall be at the Carrier's sole discretion and the Carrier's and its received by the ring pood time before notice or arrival of the Goods has been sent out by the Carrier's agent at destination. The Shipper hereby undertakes to Indemnify the Carrier against any additional costs, expenses, delays and losses caused thereby.

16. GenERAL AVERAGE

16. 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 1994, 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. 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 inducting 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 submitted to the Carrier prior to delivery of the Goods.

16. 4 The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

17. FREIGHT
17. 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.
17.2 The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies relative to Freight in the relevant ratin Gordinors. In our substitudion as to devaluation exists or is applicable and if the currency in which the Freight is questioned is devaluated or tevalued between the date of the Freight agreement and the date when the Freight is paid, then all Freight shall be automatically and immediately changed in proportion to the extent of the devaluation or revaluation of the said currency. Payment shall be automated by the Carrier.
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 register in the carrier as part causes of the said currency that is a transparent to the contractive of the carrier in the carrier as part causes of the contractive of the production of the carrier in the Freight has the Freight has the Freight has the Freight has the payable as liquidated damages to the Carrier, notwithstanding any other sum having been stated in this sea waybill as the Freight payable.

payable.
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 drive expenses from any other Person in respect of the transport under this sea waybill, the Merchant shall represent the relative expenses from the property of the property of the transport under this sea waybill, the Merchant shall represent the relative expenses in connection therewish shall be paid by the Merchant.
17.7 The Marchant shall reimburse the Carrier for any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warrike operations, epidemics, strikes, government directions or force majetime.

18. LEN
18. 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 waybill and for General Average contributions to whomsoever due.

16.1 The Carrier shall have a len on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier under this sea waysill and for General Average contributions to whomsoever due.

18.2 The Carrier shall allow a lower allowed the Carrier shall allow the allowed the Carrier shall allow the shall (a) survive the delivery of 18.4 To enforce and satisfy the Carrier's line, t

THE STATE OF THE S