TERMS AND CONDITIONS

1. DEFINITIONS

1. DEFINITIONS

The following definitions shall apply to this Bill of Lading:

"Carrier" nears the Company stated on the front of the Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been signed. "COGSA" means
the U.S. Carriage of Goods by Sea Act, 1936. "Combined Transport" arises if the Carrier has indicated a Plaze of Receipt and/or a Plaze of Delivery on the front
the U.S. Carriage of Goods by Sea Act, 1936. "Combined Transport" arises if the Carrier has indicated a Plaze of Receipt and/or a Plaze of Delivery on the front
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the U.S. Carriage of Goods by Sea Act, 1936. "Combined Transport" arises if the Carrier has indicated a Plaze of Receipt and the Plaze of Plaze

vessel, reservessel, ignerior or other watercraft utilized by the Carrier for Carriage by sea.

2. CONTRACTING PARTIES AND WARRANTY

2.1 The contract evidenced by this Bill of Lading is between the Carrier and the Merchant. Every Person defined as "Merchant" is jointly and severally liable towards
the Carrier for all the various undertakings, responsibilities and liabilities of the Merchant under or in connection with this Bill of Lading, and to pay the Freight due under
it without deduction or set-off. The Merchant warrants that in agreeing to the terms and conditions in this Bill of Lading, he is the owner of the Goods or he does so with
the authority of the owner of the Goods or of the Person entitled to the possession of the Goods or of this Bill of Lading,
2.2 By accepting this bill of lading, the Merchant confirms and agrees that the carrier's agents act as the carrier's agents only and that the Merchant has no entitlement
against the Carrier's Agents for any claims airsing out of the Carriage.

3. CARRIER'S TARIFF

3. CARKIER'S I ARKIER'
The larms and comment of the Commen's applicable Teriff are incorporated into this Bill of lading. Particular attention is drawn to terms and conditions concerning
to the comment of the comment

4. SUBCONTRACTING AND INDEMNITY 4.1 The Carrier shall be entitled to sub-contract

4. SUBCONTRACTING AND INDEMNITY

4. The Carrier shall be entitled to sub-contract or any terms whatsoever the whole or any part of the carriage, including liberty to further sub-contract. 4.2 TheMerchant undertakes that no claim or allegation whether arising in contract, ballment, tort or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier witch imposes or alternity to improve upon any of them or any Vessal owned or chartered by any of them any liberty in contract, the codes of the agrees to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, every such servant, agent and Subcontractor shall have the benefit of all terms and conditions of whitesoever nature contracting the carrier under this Bill of Lading, such terms and conditions were expressly for their benefit. In entering into this contract, the Carrier, to the extent of such terms and conditions, does so on its own behalf and also as agent and unstead of all claims and carrier any liability whitesoever incurred against other pressures characteristic grade the Merchant further undertakes that no claim or allegation in respect of the Coods shall be made against the Carrier by any Person which imposes or attempts to impose upon the or not arraing out of negligence or misdelivery on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to informently the Carrier against all concepted on the Carrier against all concepted the Carrier

indemnify the Carrier against all consequences thereof.

5. CARPIER'S RSPONSIBILITY
5. Porto-Port carriage.—Il carriage under this Bill of Lading is Porto-Port:
5. Porto-Port carriage.—Il carriage under this Bill of Lading is Porto-Port:
5. Porto-Port carriage.—Il carriage under this Bill of Lading is Porto-Port:
5. Porto-Port carriage.—Il carriage under this Bill of Lading under the Coods shall commence only at the moment that the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel.

(9) This Bill of Lading shall be subject to the Haque Relies unless the governing law makes the Hague or the Hague-Visby Rules compulsorily applicable in which case the said Hague or Hague-Visby Rules compulsorily applicable or the Hague Relies and the Section of the Carriage under the Ca

\$2 Combined Transport — The Carrier's liability for Combined transport, allow we are accorded to the carriage, the liability of the Carrier is in accordance with dause 5.1 above, 5.2.2 Where the loss or damage occurred during Irland Transport, the liability or the Carrier is in accordance with dause 5.1 above, 5.2.2 Where the loss or damage occurred during Irland Transport, the liability of the Carrier's related to the transport utilized, if such convention, national law or regulation applicable, to the manner of transport utilized, if such convention, national law or regulation and exception that the Carrier's related to the carrier or that stage of transport, including any limitations and exceptions contained therein, which contract the Merchant and the Carrier's reference, it being agreed that the Carrier's rights and liabilities shall be the same as those of the Subcontractor carrier, but in no event whatsoever shall the Carrier's liability exceed USD 500 per package or (c) if any out shall determine that no international convention, national law or regulation would have been compulsorily applicable and that the Carrier's rights and liabilities shall be that any liability exceed USD 500 per package or (c) if any out shall determine that no international convention, and some allow of regulation would have been compulsorily applicable and that the Carrier may not determine its liability, if any, by reference to the applicable Subcontractor courtes of carriage or where said Subcontractor carrier, but in no event whatsoever shall the Carrier's liability exceed USD 500 per package (f) if the place of loss or damage acronote be established by the Merchant, then the loss or damage shall be presumed to have occurred during the Port-to-Port section of carriage as provided at 51 above, 52.3 Any transport that the Carrier arranges for the Merchant which is not part of the carriage under this Bill of Lading is done under the Merchant's own responsibility, time, risk and expense and the Carrier acks as agent only for

the Merchant.

5.3 <u>Delivery to Customs or Port Authorities</u> — Where any law or regulation applicable at the Port of Discharge or Place of Delivery provides that delivery of the Goods to the Merchant shall or may be effected by the customs or port authorities at the Port of Discharge or Place of Delivery, notwithstanding anything to the contrary herein, delivery of the Goods by the Carrier to such customs or port authorities shall be deemed to be lawful deliver the Goods by the Carrier to the Merchant and the Carrier shall not be liable for any loss of or damage to the Goods which occurs for any reason whatsoever after delivery of the Goods by the Carrier to the the customs or port authorities.

6. U.S. TRADE CLAUSE

6. U.S. TRADE CLAUSE
6. I Notwithstanding the provisions of clause 5, for carriage to or from any port of the United States, its territories or possessions, or if suit is brought in the United States, this Bill of Lading shall have effect subject to the provisions of the COGSA are incorporated herein and save as otherwise provided herein shall apply throughout nenter time the Goods are in the Carrier's custody, including before loading and after discharge as long as the Goods remain in the custody of the Carrier or its Subcontractors, including cargo carried on deck. Nothing contained herein is to be deemed a surrender by the Carrier of its fights, immunities, exemptions or limitors or an increase of any of its responsibilities or labilities under the COGSA. Except for clause 5, every other term, condition, limitation, defense and liberty whatsoever contained in this Bill of Lading shall apply to carriage in the US Tradega in the US Tradega in the US Tradega of the Word and the Vision of the word "package" shall be any paletized and/or unitized assemblage of cartons which has been paletized and/or unitized for the convenience of the Merchant, regardless of whether sad pallet or units disclosed on the fort hereof.

has been palletized and/or unitized for the convenience of the Merchant, regardless of whether said pallet or unit is disclosed on the front hereof.

7. COMPENSATION AND LIABILITY PROVISIONS

7.1 Subject always to the Cennie's right to limit liability as provided for herein, if the Cennier is liable for compansation in respect of loss of or damage to the Goods as the control of the Control of

package.
7.22 Where COGSA applies by virtue of clause 6, neither the Carrier nor the Vessel shall in any event be or become liable in an amount exceeding US\$500 per package or per customary freight unit.
7.3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods. Higher compensation than that provided for in this Bill of

package or per customary freight unit.

7.3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods. Higher compensation than that provided for in this Bill of Lading may be claimed only when, with the written confirmation of the Carrier, the value of the Goods declared by the Shipper upon delivery to the Carrier has been stated by the Carrier in the box marked "Declared Value" on the front of this Bill of Lading and ad valorem charges paid. In that cade mount of the Declared Value shall be substituted for the limits provided in this Bill of Lading. Any partial loss or damage shall be adjusted pror rata on the basis of such Declared Value. 74 Nothing in this Bill of Lading and poperate to limit or deprive the Carrier of any statutory protection, defense, exemption or limited in disability authorized by any applicable laws, statutes or regulations of all ny country or which would have been applicable in the absence of any of the terms set out in this Bill of Lading. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of the Vessers.

7.5 When any claim is paid by the Carrier to the Merchant, the Carrier shall be automatically suborgated to all rights of the Merchant against any third party. The Merchant shall saign a suborgation receipt, release and indemnity immediately when requested by the Carrier.

8. SCOPE OF VOYAGE, DELAY, CONSEQUENTIAL DAMAGES

TO TING, DELTI, OUNDEMENTAL DELTI, OUNDEMENTAL DEPARTMENTS
The scope of voyage herein contracted for may or may not include usual or customary or advertised ports of call whether named in this Bill of Lading contract or not and may include transport of the Goods to or from any facilities used by the Carrier is part of the carriage, including but not limited to of-deck strage. The Carrier and such schedules may be advanced, delayed or cancelled without notice, in no event shall the Carrier be labeled for consequential damages or for any delay in scheduled departures or arrivals of any Vessel or other conveyances used to transport the Goods by sea or otherwise. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall in no event exceed the First paid for the cranings such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall in no event exceed the First paid for the cranings.

9. METHODS AND ROUTES OF CARRIAGE 1 The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant: use any means of transport or storage whatsoever; use any means of transport or storage whatsoever; transfer the Goods from one conveyance to another including transhipping or carrying the Goods on a Vessel other than the Vessel named on the front here any other means of transport whatsoever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided any other means of transport whatsoever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided any other means of transport whatsoever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided any other means of transport whatsoever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided any other means of transport whatsoever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided and the Goods of the Goods from the Goods of the Goods of the Goods by such means may not have been contemplated or provided any other means of the Goods of the Goods by such means may not have been contemplated or provided and the Goods of the Goods of the Goods by such means may not have been contemplated to the Goods of the G

by any other means of transport whatsoever, even though transshipment or forwarding of the Goods by such means may not have been contemplated or provided for herein.

(c) sail without plicts, proceed via any route (whether or not the nearest or most direct or customary or advertised route) at any speed and proceed to, return to and say at any port or place whatsoever (including the Port of Loading herein provided) once or more often, and in any order in or out of the route or in a contrary direction (d) load and unload the Goods at any place or port (whether or not any such port is named on the front hereof as the Port of Loading por Port of Discharge) and store the Goods at any such port or place, including but not limited to the use of eff-docks storage and any port.

(e) comply with any orders or recommendations given by any government or authority or any Person or body purporting to act as or on behalf of such government or authority or having under the terms of the insurance on any conveyance employed by the Carrier the right to give orders or discions on the contraction of the contraction of

10. NEGOTIABILITY

10.1 This Bill of Lading shall be non-ne

10.1. This Bill of Lading shall be non-negotiable unless made out to order in written event is sense us responses.

11. NOTICE OF LOSS, TIME BAR AND JURISDICTION

11.1 Notice of loss or dampag, indicating the general nature of such loss or damage, shall be given in writing to the Carrier or its agent at the Port of Discharge before or at the time of a removal of the Cooking, the time stoke of the Merchard or the Person entitled to delivery betweet under this Bill of Lading. If the loss is not appare within three days thereafter, such removal shall be prima facile evidence of the delivery by the Carrier of the goods as described in the Bill of Lading. Claims shall submitted in writing addressed by the Merchard to the Carrier's agent at the Port of Discharge.

11.2 Time bar - In any event, the Carrier shall be discharged from all liability if suit is not commenced within one (1) year after delivery of the Goods should have been delivered for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during th

1.4.2 time bar - In any event, the Carrier shall be discharged from all liability if suit is not commenced within one (1) wear after delivery of the Goods or the date that the Coods should have been delivered for claims related to loss or damage during lintain direct crariage, and for claims related to loss or damage during lintain direct than the cool of the shorter of nine (9) months or any time limit provided for by any applicable international convention, national law, regulation or contract by virtue of clauses \$5.2.2 (a) or 1.1 to avoid the cool of the cool of the Southern District of New York is to (1). The cool of the Southern District of New York is to (2) or 1.1 to avoid the provided by the cool of the Southern District of New York is to (3). The cool of the Southern District of New York is to (4) or 1.1 to avoid the provided by the cool of the Southern District of New York is to (4) or 1.1 to avoid the provided by the cool of the Southern District of New York is to (4) or 1.1 to avoid the Cool of the Southern District of New York is to (4) or 1.1 to avoid the Nerchant of the cool of the Cool of the Southern District of New York is to the Nerchant of the above agreed fora.

In the case of any dispute relating to Prieght or other sums due from the Merchant to the Cool of the Nerchant in the fora agreed above or at court in the countries of Port of Loading, Port of Discharge, Place of Delivery or in any other country where the Merchant has place of Doubless.

12. MERCHANT-PACKED CONTAINERS

12. MERCHANT-PACKED CONTAINERS
If a Container has not been packed by or on behalf of the Carrier.

12.1 The Merchant shall inspect the Container for suitability for carriage of the Goods before packing it. The Merchant's use of the Container shall be prima facie evidence
of its being sound and suitable for use.

12.2 The Carrier shall not be liable for loss of or damage to the Goods caused by:

13.2 The Carrier shall not be liable for loss of or damage to the Goods caused by:

13.3 the manner in which the Goods have been packed; slowed, stuffed or secured in the Container, or

13.4 the unsultability of the Goods for carriage in the Container supplied of for carriage by Container between the Ports or Places specified herein, or

13.4 the Container of the Container supplied of the Container supplied of the Container between the Ports or Places specified herein, or

by or on behalf of the Carrier, this unsuitability or defective condition would have been apparent upon inspection by the Merchant at or prior to the time when the Container

on behalf of the Carrier, this unsuitability or detective condition would nave even apparent upon impose on upon the measurement of conditions are not properly pre-cooled to the correct temperature for carriage or before the refrigered Container has been properly pre-cooled container than the properly pre-cooled to the correct carriage or before the refrigered Container is delivered by the Carrier with an original seal as affixed by the Merchant or customs or security control intact, or the Carrier can establish bons fide circumstances in which the original seal was replaced, the Carrier shall not be lable for any shortage of Goods ascertained upon delivery.

12.4 The Merchant shall indemnify the Carrier against any loss, damage, liability or expense whatsoever and howsoever arising caused by one or more of the matters referred to in clause 12.2, including but not limited to demage to Containers, other cargo and the Vessel.

13. REFRIGERATION, HEATING, INSULATION 3. REFIGERATION, HEATING, INSULATION
3. Special Containers with refigeration, healing or insulation shall not be furnished unless contracted for on the front of this Bill of Lading and extra Freight paid. If a arrying temperature is noted on the front of this Bill of Lading, the Merchant shall deliver the Goods to the Carrier at plus or minus 2 degrees Celsius from the note of the Carrier shall exercise due diligence to maintain such supply air temperature, plus or minus 2 degrees celsius from the note of the Carrier shall exercise due diligence to maintain such supply air temperature, plus or minus 2 degrees celsius while the Goods are in its ossession. If IS THE MERCHANTS OBLIGATION TO SET ANDIOR CHECK THAT THE TEMPERATURE CONTROLS ON THE CONTROLS ARE AT THE CONTROLS ON THE CONTROLS ON

islited machinery, plant, insulation and/or apparatus of the Container and any other facilities, provided that the custmer exercises to the container and any other facilities, provided that the custmer exercises to the provided that the custmer exercises the provided that the custmer exercises the custmer e

14. INSPECTION OF GOODS AND SPECIAL CIRCUMSTANCES
Inspection - The Carrier shall be entitled, but shall be under no obligation, to open and/or scan any package or Container at any time and to inspect, verify and weigh

perction - The Carrier shall be entitled, but shall be under no obligation, to open and/or scan any package or Container at any time and to inspect, verify and weigh contents without notice to the Merchant. Lot shall be under no obligation, to open and/or scan any package or Container at any time and to inspect, verify and weigh contents without notice to the Merchant (but a person of the container or the Goods, the Carrier may without notice to the Merchant (but a size any measures in relation to the Container or the Goods, the Carrier may without notice to the Merchant (but a size any measures in carry or to continue the carriage of the Goods, and/or to self or dispose of them as agent only takes any measures of the container of the Goods, and/or to self or dispose of them as the container of the Carrier of the Carrier in Standard Container of the Carrier of the Carrier in Standard Constitute down delivery under this Standard Carrier of the Carrier of the Carrier of the Carrier in carrier of the Carrier of th

15 DESCRIPTION OF GOODS AND MERCHANT'S PESPONSIBILITY

shall not be liable for any loss, delay or damage howsoew's arising from any action or lack of action under this clause.

15. IDS.CRIPTION OF GOODS AND MERCHANTS RESPONSIBILITY

15.1 This Bill of Lading shall be prima facile evidence of the recopit by the Carrier in apparent good order and condition, except as otherwise noted, of the total number of containers or other packages or units indicated in the box entitled. *Carrier's Recapif* on the front hereof.

15.2 No representation is made by the Carrier as the twelfy, contents, measure, quantity, quality, description, condition, temperature, marks, numbers or value of the Cooks and the Carrier shall be under on responsibility whatsoever in respect of such description or perficulates. *Carrier's numbers or value of the Cooks and the Carrier shall be under on responsibility whatsoever in respect of such description or perficulates and the cooks are safely and securely packed in the Cortainer.

15.4 The Merchant also warrants that the Cooks are safely and securely packed in the Cortainer.

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15.4 The Merchant also warrants that the Cooks and the Social secure of the Cooks and the Social secure of the Social secure of the Cooks and the Social secure of t

legal expenses and costs of recovering the costs incurred and interest thereon.

16. DAMCEROUS OR HAZARDOUS GOODS

16. 11 The Carrier will not accept any Goods of a dangerous or hazardous nature without prior written notice of their full and true particulars and the Carrier's written approval to carry them. When the Merchant delivers Goods of a dangerous or hazardous nature to the Carrier, the Merchant shall fully inform the Carrier's written approval to carry them. When the Merchant delivers Goods of a dangerous or hazardous nature to the Carrier, the Merchant shall fully inform the Carrier in writing of the precise and accurate details of the Goods, and begoeing precautions or handling required for the Goods. Such goods shall be divery marked on the outside of the Container as well as on the outside of the packaging inside the Container so as to indicate the nature thereof and the marking must comply with the requirements of 16.2 The Merchant shall be fully labele for and shall indemntly, hold harmless and delered the Carrier, its servants, agents and subcontractors and any third party for all loss, damage, delay, personal ejay, beston ejay, eyether or expense including fines and penalties, and if reasonable legal expenses and costs caused to the Carrier, the Vessal, the nature of such Goods.

ioods. ned in this clause shall deprive the Carrier of any of its rights provided for elsewhere.

17.FREIGHT AND CHARGES

17.FREIGHT AND CHARGES
17.1 Freight has been calculated on the basis of the Shipper's particulars and if such particulars are found to be erroneous and additional Freight is payable, the Merchant shall be liable therefor and also for any expense thereby incurred.
17.2 All Freight is esemed and dou upon receipt of the Goods by the Carrier, whether the Freight is prepaid or collect and the Carrier shall be entitled to all Freight due under all circumstances, ship and/or cargo lost or not lost or the voyage abandoned. All Freight shall be paid when due without any set-off, counter claim, or deduction.
17.2 All Freight is paid or collect and the Carrier shall be entitled to all Freight due under all circumstances, ship and/or cargo lost or not lost or the voyage abandoned. All Freight shall be paid when due without any set-off, counter claim, or deduction.
18.1 All Freight is shall be paid when due without any set-off, counter claim, or deduction.
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18.1 All Freight is paid with the Carrier shall be entitled to all the Carrier shall be entitled to all the Carrier shall be considered to be exclusively the Merchant to perform forwarding services with respect to the Carrier shall be considered and deallut by the Merchant in the payment of Freight.

18. CARRIER'S LIEN

18. CARRIER'S LIEN
The Cartier, its seven signed is that have a lien on the Cocks and any document relating theretor for Freight and for general everage contributions to whomsover a very seven sense or signed is that lies have it lain copation but inheretor in the Social and my document relating theretor for all sections are into the contributions of the contribution of the contribut

recovering from the Merchant the difference between the amount due to the Carrier and the nat amount relaized by such sale.

19. OPTIONAL STOWAGE, DECK CARGO AND LIVESTOCK

19. Contained the property of the Carrier and the nat amount relaized by such sale.

19. Contained the property of the Carrier and the native property of the Carrier and the native property of the Merchant unless it is specifically stipulated on the front hereof that the Containers or Goods will be carried under deck. If carried on deck, the Carrier shall not be required to note, mark or stamp on the Bill of Lading any statement of such on-deck carriage. Save as provided in clause 19.2 such Goods (except livestock) carrier do or under deck and therefore not stated to be carried on deck shall participate in general average and shall be deemed to be within the definition of Goods for the purpose of the Hague Rules or the COSSA or any conjustorily applicable legislation and shall be carried subject to such Rules or Act, whichever is applicable.

19.2 Goods which are out of gauge and/or are stowed on or in open top containers, flat racks or platforms, and which are stated on the first thereof to be carried on deck, and all livestock whether carried on deck and all livestock whether carried on deck and all livestock whether carried on deck or under deck, are carried without any responsibility whatsoever on the part of the Carrier for loss or damage of whatsoever nature or delay arising during the carriage whether caused by unseaworthiness or negligence or any other cause whatsoever and the Hague Rules or the COGSA shall not apply.

MATTERS ADVERSELY AFFECTING CARRIER'S PERFORMANCE

20.MATTERS ADVERSELY AFFECTING CARRIER'S PERFORMANCE
2.0.1 if all any time the carriage is or is likely to be affected by any hindrance, risk, danger, delay, difficulty or disadvantage of whatsoever kind and howsoever arising which cannot be avoided by the Carrier by the exercise of reasonable endeavors, (even though the circumstances giving rise to such indrance, risk, danger, delay, difficulty or disadvantage existed at the time this contract was entered into or the Goods were received for the carriage is commenced either: or, carry the Goods to the contracted or 10 bits commenced either: or, carry the Goods to the contracted or 10 bits commenced either: or, carry the Goods to the contracted or 10 bits commenced either: or 10 bits commenced either or 10 bits commenced either

and costs as the Carrier may determine.

21. AND/IECTAION AND DELIVERY
21.1 Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for information of the Carrier. Failure to give such notification shall not subject the Carrier to any liability nor relieve the Merchant of any obligation hereunder.

21.2 The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff or as otherwise agreed. If the Merchant fails to do so, the Carrier may without notice unappears, the Goods if a post delivery hereunder, and thereupon all labelity whatsoever of the Carrier in respect of the Goods, including for mis-delivery labelity of the Carrier and the condition of the Carrier in respect of the Goods, including for mis-delivery 1.3 if the Goods are unclaimed within a reasonable time or wherever in the Carrier's opinion the Goods are flexly to destinate, decay or become wortheres, or incur charges whether for storage or otherwise in excess of their value, the Carrier may at its discretion and without prejudice to any other rights which it may have against the Merchant under or in connection with this Bill of Lading.

Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant under or in connection with this Bill of Lading and absorbles waiter and abandoment by the Merchant to the Carrier of any dain whatsoever relating to the Goods or the carrier and real benefited to an indemnity from the Merchant for all costs whatsoever incurred, including legal costs, for the cleaning and disposal of Goods refused and/or abandoned by the Merchant to.

22 BOTH TO BLAME COLLISION CLAUSE

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ship or the content as past to tree content as a past tree content as a

24. SEPARABILITY AND VARIATION OF TERMS, FINAL CONTRACT

THEM A THRUE AT INVENTION OF LICENSE, FINAL CUNINKAU!

Items of this Bill of Lading shall be separable and, if any term or provision hereof or any part of any term or provision shall be invalid to any extent, it shall be lid to that extent, but no further and such circumstance shall not affect the validity or enforceability of any other term or provision hereof. This Bill of Lading is the contract between the parties which supersedes any prior agreement or undestanding, whether in withing or verbel, sew where this Bill of Lading has been issue unant to another contract between the Merchant and the Carrier, when such other contract and this Bill of Lading shall be construed together. This Bill of Lading and mms and conditions may not be changed orally.

to terms and conductors may not be claringed under 252, APPLICATION OF TEMBS AND CONDITIONS DEFENCES AND LIMITS FOR THE CARRIER.

The Terms and Conditions of whatever nature provided for in his Bill of Lading shall apply in any action against the Carrier for any loss or damage whatsoever and howsoever occurring (and, without restricting the generality of the foregoing, including delay, late delivery and/or delivery without surrender of this Bill of Lading) and where the action be founded in contract, ballment or in lot and even if the loss or damage arose as a result of unseaworthiness.

See company website for large version (Version: HBL 06/2014).