COMBINED TRANSPORT BILL OF LADING

LARGE PRINT VERSION AVAILABLE ON REQUEST

1. DEFINITIONS AND INTERPRETATION
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1.7 DEFINITI

of the Goods or of this bill of lading and anyone acting on behalf of such Person.

"Multimodif Transport" arises if the Place of Receipt or the Place of Delivery (or both) are filled in on the reverse hereof in the relevant spaces.

"Adultimodif Transport" assist the Place of Receipt or the Place of Delivery (or both) are filled in on the reverse hereof in the relevant spaces.

"Portage" where a distainer is Studed with more than one package or unit, the adolage or other shipping units enumerated Containers or Packages.

Person in India and a middledus, Corporation, or other legal entity,

"Port-to-Port Shipment" arises if the Carriage is not Multimodal Transport.

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"SolAG Guidelines" means the Cultiferers and Operators of vessels (other than the Carriage), stevedores, terminal and grouping operators, road, rail and air transport operators, warehousemen and any independent contractors employed by indirect contractions, sevential and agreement of the carriage and not retor of indirect Sockontractors, sevential and agreement of indirect Sockontractors

vesses.
1.2 Interpretation
Any words following the word "including" shall be interpreted without limitation to the generality of the preceding v

2. CARRIES TARIEF The terms and conditions of the Carrier's applicable tariff are incorporated herein. Copies of the applicable tariff are obtainable from the Carrier upon request. In the case of inconsistency between this bill of lading and the applicable tariff, this bill of lading shall prevail.

NEGOTIABILITY bill of lading shall be non-negotiable unless made out "to-order" in which event it shall be negotiable.

- (b)
- (c)
- is bill of lading shall be non-negotiable unless made out "to-order" in which event it shall be negotiable.

 MERCHAT'S WARRANTES AND RESPONSIBILITIES.

 The Meth chant warrants that:

 In agreeing to the Terms and Conditions he is, or has the authority to contract on behalf of, the Person owning or entitled to possession of the Goods and this bill of lading.

 In the Goods are packed in a manner adequate to withstand the rids of Carriage having regard to their nature and in compliance with all lass, regulation or requirements which may be applicable during the Carriage power of the contract on the compliance with all lass, regulation or requirements which may be applicable during the Carriage power of the contract on the compliance with all lass, regulation or requirements which may be applicable during the Carriage power and the compliance of the Person of the Carriage having regard to their nature and in compliance with all lass, regulation or requirements of the probability of the Carriage having regard to their nature and in compliance of the Person of Santon, prohibition or penalty (arm yink of sanction, prohibition or or some of or controlled by or is acting no hebalf of a Person which is included on any list of individuals or entities with whom transactions are currently prohibited or Person which is included on any list of individuals or entities with whom transactions are currently prohibited or restricted under any succious, prohibition or restriction under any succious, prohibition or restriction under any succious, prohibition or restraction under any succious, prohibition or restriction under any succious, prohibition or restraction under any succious, prohibition or restraction under production of nuclear, chemical, or solding which the submitting, and shall be a submitting, and shall be a submitting, and shall be a submitted by a succious contraction of the submitting, and shall be a submitted by a succious contraction of the submitting, and shall be a submitting, and shall be a submitted to the con
- weapons. The Merchant shall comply with all regulations or requirements of customs, port and other authorities, and shall bear, pay and indemnify the Carrier against all dutles, taxes, fines, impost, expenses or losses (including, without prejudic to the generality of the foregoing Freight for any additional Carriage undertaken) incurred or sildered by reason thereof, or by reason of any flagal, incorrect, unitney or insufficient declaration, marking, numbering or additional carriage undertaken of the control o
- or by reason of any leggls, incorrect, untimory or insurincent celearation, marting, intendent of sources of the contract of the due fulfilment of all obligations undersaken by the Merchant in this bill of lading of the contract of the co

SURCOMPACTION

The Carrier shall be entitled to sub-contract on any terms whatsoneve the whole or any part of the Carriage.

The Merchant undertakes that no claim or allegation, whether arising in contract, ballment, tort, breach of express or implied warranty or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier, which imposes or attempts to impose upon any of them or any vested women or chartered by any of them any liability whistonever in connection with the Goods or the Carriage of the Goods whether or not arising out of negligence on the part of such Person, and, if any such claim or allegation should nevertheles be made, 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 in whostoner nature herein contained or otherwise benefiting the Carrier including clause 28 (Law and Jurisdiction), as if such Terms and Conditions including clause 28 (Law and Jurisdiction), does so on its own behalf, and also as signed and fundation), does so on its own behalf, and also as signed and fundate for such servants, agents and Subcontractors.

- Subcontractors.

 CARRIERS RSCPONSIBILITY: PORT.TO-PORT SHIPMENT

 Where the Carriage is Port-to-Port, then the liability (if any) of the Carrier for loss of or damage to the Goods occurring between the time of loading at the Port of Loading and the time of discharge at the Port of Discharge shall be determined and limited in accordance with any Gonzalence very large of the Port of Loading and the time of sicharge at the Port of Discharge shall be determined and limited in accordance with any Gonzalence very large shall be a constructive the Reagae Rules and limited in accordance with the Reagae Rules and limited in a constructive shall be a seen as the second professes of the Reagae Rules and limited in a constructive shall be a seen as the second professes of the Reagae Rules and limited in a district shall be a seen as the second professes and the limited and the limited and limited in the Second Rules and the Rules and t

7. CARRIER'S RESPONSIBILITY MULTIMODAL TRANSPORT

Where the Carriage is Nutrimodal Transport the Carrier undertakes to perform and/or in his own name to procure
performance of the Carriage from the Place of Receipt or the Port of Loading, whichever is applicable, to the Fort of Discharge
or the Place of Discharge, whichever is papillable. Save as is otherwise provided for in this bill of lading, the Carrier shall be
13.1 Where the stage of Carriage where loss or damage occurred is not known.

(a) Exclusion

- an act or omission or the New June 10 of School Inches of

(i) strikes, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general,
(ii) strike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general,
(iii) strike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general,
(iiii) any cause or cerest which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise
of reasonable diligence.
(ii) Burden of Proof that the Carrier cause of the country of the causes or events specified in this clause 7.1 shall rest upon the Carrier. Swet that if the Carrier establishes that, in the circumstances of the case, the loss or damage could be been seen to be caused to the case of the case o

- Computory Legislation to carriage by sea shall be deemed to include references to all waterborne Carriage and the Computory Legislation shall be construed accordingles on the reverse hereof the Carrier shall be under no liability 7.3 If the Flace of Receipt or Place of Delivery is not named on the reverse hereof the Carrier shall be under no liability whatsoever for loss or damage to the Goods however occurring:

- (a) If the Place of Receipt is not named on the reverse hereof and such loss or damage arises prior to loading on to the Vessel; or (b) If the Place of Delivery is not named on the reverse hereof, if such loss or damage arises subsequent to discharge from the place of the pl

- at such amendee Valec of Delevery.

 COMPRISATION AND LIABILITY PROVISOING

 Subject always to the Currier's right to limit liability as provided for herein, if the Carrier is liable for compensation in respect of foss of ord image to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods or if any such invoice is not born dies, such compensation shall be calculated by reference to the Wealton Such and the Goods of a first sput invoice is not born dies, such compensation shall be calculated by reference to the Wealton Such and such a first sput invoice is not born and fisc, such compensation shall be calculated by reference to the wealth of such such as the place and time they are delivered or should have been delivered to the Merchant. The value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the area inclinated production. Such as the place and the such as the provided in clause 8.3:

 Where the Compution y teglishtion applies hereunder by virtue of clause 6.1 or clause 7.2(a) the Carrier's filability shall in no event exceed the amounts provided in the Compations (specialistion). And U.S. COCSA applies by virtue of clauses 6.1 or 7.2(b) referred the Carrier or the News delta lin any event be or become liabile in an amount exceeding USD 500 per Package or customary freight unit.

 In all other cases, including where the Happe Rules Artificts 1.8 inclusive apply pursuant to clauses 6.1 or 7.2(d), compensation shall not exceed the limitation of liability of 2.50Rs per kilo of the gross weight of the Goods lost or dramaged.

- damaged. The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods and higher compensation than that provided for in this bill of lading may be claimed only when (i) with the consent of the Carrier, the value of the Goods declared by the Shopper upon delivery but Carrier has been stated in the box marked "Shipper Declared Value" on the reverse hered and (ii) extar freight is paid. In that case, the amount of the declared value shall be substituted for the limits ball down in its bill of lading, why partial loss or damage shall be adjusted por act no the basis of such declared value. Shall be substituted for the limits bill down in its bill of lading, hall one partial be soon declared value. Nothing in this bill of lading, shall operate to limit or deprive the Carrier of any statutory protection, defence, exception or immatrian of lability sufforcied by any applicable laws, statutes or regulations of any country. The Carrier shall have the benefit of the said buss, statutes or regulations of a law the hower of any carrings thip or vessels.

- GENERAL

 The Carrier does not undertake that the Goods or any documents relating thereto shall arrive or be available at any port or glace at any stage during the Carriage or at the Port of Dischage or the Place of Delivery at any particular time or use of the Goods and the Carrier shall under no cruemtances whatsoner and houseover arriang be liable for any such direct or indirect or cruemtances whatsoner and houseover arriang be liable for any such direct or indirect or consequental loss or damage caused by desky if the Carrier shall nevertheless be field regally liable for any such direct or indirect or consequental loss or damage caused by such alleged delay, such liability shall in no
- 9.3
- or use or me usoos and une Carrier shall under no crammtantes whatsloever and novosoever arring be liable for any indeed, indirect or consequential loss of manage caused by delay, in the Carrier should nevertheate be field fell gally label exceeded the registry and the carrier should be not consequent to the carrier shall under no crammtanes be liable for any loss of profit, loss of sales or business, loss of agreements or contracts, loss of anticipated savings, loss or damage to posterily (in each case where the direct or indirect) or any indirect or consequential loss. See as is otherwise provided herein and subject to any Compulsory Legislation, the Carrier shall under no crammtanes be liable for any loss of profit, loss of sales or business, loss of agreements or contracts, loss of anticipated savings, loss or damage to posterily (in each case where direct or indirect) or any indirect or consequential loss.

 See as is otherwise provided herein and subject to any Computory Legislation, the Carrier's maximum aggregate imitined to an amount equal to the Fright paid.

 Once the Goods have been received by the Carrier for Carriage the Merchant shall not be entitled to impete, delay, supend or stop or otherwise interfere with the Carrier's intended manner of performance of the Carriage of the secretic of the liberties conferred by this bill of lading not to instruct or require delivery of the Goods at other than the Port of Suchage or Place of Delivery named on the reverse hereof or such charge for the Carrier in the supplies in transit conferred by the Merchant's call received and the carrier of the such carrier of the such carrier of the carrier in the carrier of the such carrier in the carrier of the carrier in the carrier of any observations of the such such profits of the carrier in the carrier of any o

10. NOTICE OF LOSS, TIME BAR Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his authorised agent at the Place of Delevery (or Port of Discharge if no Place of Delevery is named on the reverse hereof) before or at the time of emoval of the Goods into the custody of the Metrilant or if the loss or damage is not apparent within three bill of Idading in any event, the Carrier shall be discharged from all lability whatoners in respect of the Goods unless suit is brought within nine months after their delivery or the date when they should have been delivered.

11. **DEFENCES AND LIMITS FOR THE CARRIER**The Terms and Conditions of whatever nature pr and Conditions of whatever-nature provided for in this bill of lading shall apply in any action against the Carrier for damage whatsoever and howovere occurring land, without restricting the generality of the foregoing, including clientleway and or deliveny and/or deliveny and/or deliveny without surrender of this bill of lading) and wether the action be founded in contract, in to cra and even if the loss or damage arose as a result of unseaworthiness, negligence, willful misconduct or all breach of contract.

- 12. SHIPPER-PACKED CONTAINERS
 If a Container has not been packed by the Carrier:
 12. This bill of allong shall be a recept only for such a Container:
 12. This bill of allong shall be a recept only for such as but encorates and the Merchant shall indemently the Carrier against.
 12. The part of the container against and the part of the container against and/or such injury, loss, damage, liability or expense whatever incurred by the Carrier if such loss of or damage to the contents and/or such injury, loss, damage, liability or expense has been caused by any matters beyond his control including, inter alla, without prejudice to the generality of this exclusion.
 13. the manner in which the Container has been packed; or
 15. the manner in which the Container has been packed; or
 16. the unsurability of the Goods for carriage in Containers, or
 16. the container was a containers, or the containers of the incorrect setting of any thermostatic, ventilation, or other special control the terrol, provided that if the Container has been supplied by the Carrier, this variability or defective condition could have been apparent upon reasonable inspection by the Merchant at or prior to the time the Container was packed.

- was packed.

 12.3 The Merchant is responsible for the packing and sealing of all shipper-packed Containers and, if a shipper-packed Container is delivered by the Carrier with its original seal as affixed by the Shipper intact, the Carrier shall not be liable for any shortage of Goods accertained at delivery.

 12.4 The Shipper shall inspect Containers before packing them and the use of Containers shall be prima facie evidence of their being sound and suitable for mind.

- their being sound and suitable for use.

 13. FERSHABLE CARGO
 13. Goods, including Goods of a periodable nature, shall be carried in ordinary Containers without special protection, and the control of th

14. INSPECTION OF GOODS

The Currier shall be entitled, but under no obligation, to open and/or scan any Package or Container at any time and to inspect the contents. If it appears at any time that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional sepense or taking any measures in relation to the Container or the Goods, the Currier may without notice to the Merchant (but as its agent only) take any measures and/or incurs any reasonable additional sepense to carry or to continue the Curriage and/or to the strength of additional sepense to carry or to continue the Curriage and/or to the tension of additional sepense to continue the device of the continue of the Currier and the currier and the continue due delivery under this blid classifies. Which we the Currier in his adoleted textice on considers most appropriate, with sale, disposal, abandomment or storage shall be deemed to constitute due delivery under this blid classifies. The Merchant shall indemnify the Currier against any reasonable additional openses to incurred. The Currier in carrier and that most the form of the blidder for any location or additional to the strength of the any particular incurrier and shall most blidder for any location or additional to the currier and position or has position or the container and shall most blidder for any location or additional containers.

- not be lable for any loss, delay or damage howsoere arising from any action or lack of action under this clause.

 15. IDECEMPTION 0F GODOS

 15. The bill of lating shall be prime facie evidence of the receipt by the Carrier in apparent good order and condition, except as otherwise month, and the prime facie evidence or the receipt by the Carrier in sparent good order and condition, except as otherwise month, and the control of the total number of Cortainers or other Packages or units entered in the box on the reverse side here dentitled "Total No. of Containers or Packages received by Carrier".

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

 15.3 The Merchant warrants to effect the Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

 15.3 The Merchant warrants in the criteria that the particular relating to the Goods as set tau on the reverse hereof.

 15.3 The Merchant warrants and any other particulars relating to the Goods as set to an other relating and that such information and particulars, and any other particulars furnished by or on except of this bill of lating and that such information and particulars and any other particulars furnished by or on belief of the Merchant day of the Package and the Carrier and the Carrier of the Carrier in the particular shall not be carrier in not a party, are shown on the face of this effect the lating, auch of such particulars shall not be regarded as a declaration of value and in no way increases the Carrier's liability under this bill of lading.

- this bill of lading.

 16. SOLAS VERRIED GROSS MASS REQUIREMENTS

 16. THE Merchant shall provide the Carrier with the total gross mass established using calibrated and certified equipment of each packed Cantainer (PCL) or each packed of Goods (LCL) carried purvaient to this bill of lading in accordance with the accuracy and trienlines of such total gross mass information and use this to comply with its obligations to skicontractors and any authority in accordance with SOLAS.

 26. In the event of any non-congliance by the Merchant with Iduase 16.1 or where the Carrier reasonably believes the total gross mass information provided by or on behalf of the Merchant to be inaccurate or incomplete, the Carrier may, at its sole discretion and without notice to the Merchant (a) arrange, at the Merchant's cost and as agent for and on behalf of the Merchant and accordance with dause 16.1 or white the Carrier may, at its sole discretion of without notice to the Merchant in accordance with dause 16.1, or the total gross mass of each packed Container (PCL) or each package of Goods (LCL) (a) retried pursuant to this bill of lading to be established by a third party in accordance with SOLAS; or contained provided to the Carrier Gross, at the Merchant's SOLAS; or contained provided to the container (PCL) or each package of Goods (LCL) (a) retried pursuant to this bill of lading to be established by a third party in accordance with SOLAS; or container (PCL) or each package of Goods (LCL) (a) retried pursuant to this bill of lading to be established by a third party in accordance with SOLAS; or container (PCL) or except the solar or the Carrier Goods are found to the

- 17. INDEMNITY
 17.1 The Merchant shall promptly indemnify the Carrier, the Subcontractors, or any member of the Carrier Group, their respective employees, servants, agents, insurers or reinsurers against all costs (including the costs of investigating and defending any claims, perposes, claims, boards, libraries, orders, merciti, tites, proceedings and judgments of defending any claims, perposes, claims, boards, libraries, and proceedings and produced and proceedings and pro

- (e) the Carrier incurring liability in excess of its liability under the provisions of this bill of lading regardless of whether such liability arises from, or in connection with a breach of contract, negligence, with/ inisconduct or breach of only by the Carrier, its agents, events of sale-contractors;
 (i) delayed, inaccurate or incomplete verified gross mass information provided by or on behalf of the Merchant under clause 16.1 or which the Curier release.

- clause 16.1 on which the Carrier reles.

 18. FRIGHT, POSINESS AND FEE

 18.1 Full Freight shall be payable based on particulars furnished by or on bahall of the Shipper. The Carrier may at any time
 open the Goods of Container(s) and, if the Shipper's particulars are incorrent then without preplicate to the Carrier's
 other rights under this bill of Isaling, the Merchant and the Goods shall be lable for the correct freight and any expenses
 incurred in examining, weighting measuring, or valuing the Goods.

 18.2 Full Freight shall be considered completely examed on receipt of the Goods by the Carrier and shall be paid and nonreturnable in any event.

 18.3 All sums payable to the Carrier's are due on demand and shall be paid in full in United States currency or, at the Carrier's
 option, in its equivalent in the currency of the Port of Loading or of Discharge or the Place of Receipt or of Delivery or as
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 the Loading of Loading or the Port of Loading or of Discharge or the Place of Receipt or of Delivery or the
 the Carrier's shipper of Loading or the Port of Loading or of Discharge or the Place of Receipt or Order Callenge

 18.5 All Treight shall be paid without any set-off, counter-claim, deduction or stay of execution at latest before delivery of
 the Goods.
- 18.5 All Treight shall be paid wirrout any servir.

 The Goods

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19. LIEN
The Carrier shall have a lien on the Goods and any documents relating thereto, funds held and any other goods in respect which the Carrier is providing services to the Merchant ("Other Goods") for all sums payable to the Carrier under this contra and for general average contributions to whomsoever due. The Carrier shall also have a general lien against the Merchant Re Goods and any Goodment relating thereto, funds held and any Other Goods, for all sums due from him to the Carr Group under any other contract. The Carrier may exercice his lien at any time and any pakes in his size discretion, when and for the purpose the Carrier shall have the right to call the Goods by public auction or private treaty, without notice the Merchant. The Carrier's lien shall survive delivery of the Goods.

- Merchant. The Carrier's lies shall survive delivery of the Goods.
 OPPIOUAL STOMED, EDIC CARGO AND UNSTOOK
 1.1 The Goods may be patient by the Carrier in Containers and concolidated with other goods in Containers.
 1.2 Goods, whether packed by the Carrier in Containers and concolidated with other goods in Containers.
 1.2 Goods, whether packed in Containers or on In, may be carried on deck or under deck without notice to the Merchant unless on the reverse dide hereoff it is specifically stipulated that the Containers or Goods will be carried under deck. In Carried on deck. Learners shall not be required to note, man's or stamp on the bill of shall gan systatement of such on-deck carriage, Save as provided in clause 20.3, such Goods (except livestock) carried on or under deck and whether or stated to be carried on deck hall pactificate in general such able deemed to be within the definition of goods for the purpose of the targier fluide. Articles 1.6 or any Computory Legislation and shall be carried undeck and livestock, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsover nature or delay writing claring the Carrieriage whether cause by unreasworthisers or negligence or any other causes whatsoever and entitle the Hague Bules Articles 1.8 nor any Computory Legislation shall apply.
- 20.3 Goods and liv

- METHODS AND BOUTES OF CARRAGE.

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

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

 Transfer the Goods from one conveyance to another including transhipping or carrying the same on a vessel other than

 transfer the Goods from one conveyance to another including transhipping or carrying the same on a vessel other than

 transfer the Goods from one conveyance to another including transhipping or carrying the same on a vessel of their transfer the Goods from one to be seen contemplated or provided for hereign conveyance or the Goods which have been packed into a Container and forward them via Container or otherwise, unpack and remove the Goods which have been packed into a Container and forward them via Container or otherwise, and without policy for conceding any other containers or advertised route) at any speed and proceed to, event no and stay at any port or place whatsoever (including the Port of Loading benefit

 State of the Carrier of

- provided) once or more often, and in any order in or out of the route or in a contrary direction to or beyond the Port of Discharge once or more often;

 (e) load and unload the Goods at any place or port (whether or not any such port is named on the reverse hereof as the Port of Discharge or Port of Discharge) and store the Goods at any such port or place;

 (f) comply with any orders or recommendations given by any Authority or any Person or body or purporting to act as or on behalf of such Authority or having under the terms of the insurance on any conveyance employed by the Carrier terright to give orders or directions.

 2.1 The liberties set out in clause 2.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarring or disembarring any person(s), undergioner repairs and off orly doubding, towing or being tower, assisting other vessels, making trial trips and adjusting intruments, Anything done or not done in accordance with clause 2.11 or any delay aring the effort of multiple control authority or the control and to be within the controllated Carriage and all into be a delevation.

arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

22. MATERS AFECTING PERIORAMANCE

if at any time Carriage is or is likely to be affected by any hindurace, risk, danger, delay, difficulty, or disadvantage of
the common of the carriage is or is likely to be affected by any hindurace, risk, danger, delay, difficulty, or disadvantage of
the circumstances giving rise to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this contract
was entered into or the Goods were received for Carriagel the Carrier may at 1 his side disacretion and without notice to the
Merchant and whether or not the Carriage is commenced either:

(a) Carry the Goods to the contracted ror of Discharge or Place of Delivery, whichever is applicable, by an alternative route
to that indicated in this bill of laiding or that which is usual for Goods consigned to that Port of Discharge or Place of
Delivery, if the Carrier elects to invoke the terms of this dasee 22(d) then, notwithstanding the provisions of clause 2

(b) Suppend the Carriage of the Goods and store them alshore or allows upon the Terms and Conditions of this bill of laiding
and endeavour to forward them as soon as possible, but the Carrier enders to the maximum period
of supersion. If the Carrier elects to invoke the terms of this clause 22(d) then, notwithstanding the provisions of clause
21 hered, he shall be entitled to charge such additional registal and costs in Carrier and the Carriage of the Goods and place them at the Mercharth's disposal at any place or port, which the Carrier
Carrier shall nowerheless be entitled to full regist on the Goods consider for Carriage, and the Mercharth's disposal at any place or port, which the Carrier
Carrier shall nowerheless be entitled to full regist on the Goods consider for Carriage, and the Mercharth shall go yany additional costs incurred by reason of the abandonment of the Goods. If the Carrier elects to use an alternative
route under cutter elects to

- DAMSEROUS GOODS

 1. No Goods which are or which may become of a dangerous, noxious, hazardous, flammable, or damaging nature (including indiactive material), or which are or may become liable to damage any Persons or property whatsoever, and whether or not so inted in any official or unofficial, international or national code, convention, listing or table shall be desired to the control of the

- 23.2 NoRINGATION AND DELIVERY
 24. NORINGATION AND DELIVERY
 25.1 Any mention in this bill of balling 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 involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder. Selevery of the Goods with the time provided for in the applicable tentified. The Merchant fails to do so, the Carrier may without notice unpact the Goods if packed in Containers and/or store the Goods and the relieve the Condors and the relieve the Carrier may without notice unpact the Goods if packed in Containers and/or store the Goods and the relieve the Carrier may without notice unpact the Goods or that part thereof shall cease and the costs of such storage and Informative upon been sized by the Carrier or respect of the Goods or that part thereof shall cease and the costs of such storage and Informative upon enand be paid by the Merchant to the Carrier.

 24.3 if the Goods are unclaimed within a reasonable time or whenever in the Carrier's necess of their value, the Carrier may at his discretion and without prejudice to any other rights which he may have against the Merchant without and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant tin respect of this bill of lading.

 24.3 feels and by the Merchant to take delivery of the Goods in accordance with the terms of this clause and/or to mitigate any loss or damage therefor shall constitute a walver by the Merchant to the Carrier of a lading value may be a value by the Merchant to the Carrier of the Cause and/or to mitigate any loss or damage therefor shall constitute a walver by the Merchant to the developed the Carrier of the Cause and/or to mitigate any loss or damage therefor shall constitute a walver by the Merchant to the developed the Carrier of the Status and loss that the Lading of a break block and solve the Goods to more than one receiver. In such event the

25. BOTH-TO-BLAME COLUSION AND NEW JASON CLAUSE
The Bookhard-Ridme Collision and New Jason clauses published and/or approved by BIMCO and obtainable from the Carrier or

26. GENERAL AVERAGE AND SALVAGE
26.1 General average to be adjusted at any port or place at the Carrier's option, this covering all Goods carried on or under dect. General average to he adjusted at one porated by the Carrier's shall be adjusted according to the requirements of the operator of that vessel.
26. Notwithstanding dause 26.1 above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of General Average nature which may be made on the Carrier in respect of the Goods and shall provide such security as may be required by the vessel owner or the Carrier to cover the estimated contribution of the Goods and any salvage and special or particular charges thereon. Such security shall if required be submitted to the vessel owner prior to delivery of the Goods.
28.3 The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

27. VARIATION OF THE CONTRACT No servant or agent of the Carrier shall have the power to waive or vary any Terms and Conditions unless such waiver or variation is ratified in writing by the Carrier.

28. LAW AND JURISDICTION

Whenever clause 7_2(d) and/for whenever US COSSA applies, whether by virtue of Carriage of the Goods to or from the USA
or otherwise, that stage of the Carriage is to be governed by United States law and the United States Federal Court of the
Southern District of New York is to have exclusive jurisdiction to hear all disputes in respect thereof. In all other cases, this
bill of lading shall be governed by and construed in accordance with English be wand all disputes single hereunder and all non-contractual matters associated with, arising out of or in connection with them shall be determined by the English High
Court of Justice in London to the exclusion of the purisdiction of the courts of another country, save that the Carrier retains
the right to bring proceedings against the Merchant in any other court of competent jurisdiction.