TERMS & CONDITIONS

Hague visor knues mean the hague knues as annende by the Protocol signed at brusses on 2x0 rebruiday 1968. "Hamburg Rules" means the provisions of the UN Convention on the Carriage of Goods by Sea 1978. "Merchant" includes the shipper the consignee, the receiver of the Goods, the holder of this Bill of Lading, any person having a present of future interest in the Goods or any person acting on their behalf. "Port to Port Shipment" arises when the Carriage called for by this Bill of Lading is not Combined Transport. "Special Drawing Rights" (SDRT) is a basket of currencies as defined by the International Monetary Fund, the value of which is available at <u>https://www.inf.org/externaling/infidatations. The aspx</u>. "Sub-contractor" means any other water, rail, land or air carrier performing any stage of the Combined Transport, ator any other person or entily performing analize services as part of the Carriage including but not limited to storage, transloading, handling, stowing, loading, discharging, and weighing.

2. Carrier's Tariff - The provisions of Carrier's applicable tariff, if any, are incorporated herein. Copies of such provisions are obtainable from Carrier or its agents upon request or, where applicable, from a government body with whom the tariff has been filed or made publicly available. In the case of inconsistency between this Bill of Lading and the applicable tariff, this Bill of Lading shall prevail.

3. Sub-Contracting and Consolidation 3.1 Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by the Carrier in relation to the Goods.

to the Goods. ier shall be entitled to consolidate the Goods with other cargo and to procure the performance of the 3.2 Car

3.2 Carrier shall be entitled to consolidate the Goods with other cargo and to procure the performance of the whole or any part of the Carriage by contracting with any person on any terms for the movement of a consolidated shipment which includes the whole or any part of the Goods 3.3 The Merchant undertakes that no claim or alleguitor shalt be made against any Sub-contractor, servant or agent of Carrier, nor against any company by whom the Carriage or any part of the Carriage is procured, performed or undertaken which includes the whole or any part of the gainst any such south contractor, servant or agent of carriage, represented by any such company any useb Sub-contractor, servant or agent of no gainst any consel owned by any such company any useb such acrometion with 6 Goods or the Carriage, whether or not arising out of neighence on the part of any such serve in connection with 6 Goods or the Carriage, whether or not arising out of neighence on such serve and reagents and the Goods or the Carriage, whether or not arising out of neighence on such serve and reagent and the Goods or the Carriage, whether or not arising out of neighence on such serve and reagent and the Goods or the Goods or the Carriage, whether or not arising out of neighence on Set Set MADE, THE MERCHANT SUCH CLAIM OR ALLEGATION SHOULD NEVERTHELESS SE MADE, THE MERCHANT SULE-CONTRACTORS FROM AND AGAINST ALL CONSECUENCES THEREOF. The MERCHANT such accords and the carese, and intantions here in benefit. To All arises are such accords and setting the Carrier as such arises and setting the Carrier as such arises are such as a such accords and setting the Carrier as such accords and settings the carrier as such arises and intended beneficiaries of this contract.

4. Clause Paramount - Subject to clause 13.7:

4. Clause Paramount - Subject to clause 13.7: 4.1 This Bill of Lading shall have effect subject to any national law making the Hague Rules or the Hague/Nisby Rules computory applicable to this Bill of Lading. 4.2 Except where the Hague or Hague/Nisby Rules appl; this Bill of Lading shall have effect subject to any national law making the Hamburg Rules computority applicable to this Bill of Lading. 4.3 WHERE THE HAGUE, INAGE/MSNO OR HAMBURG RULES (RULES) AND TO COMPULSORILY 4.3 WHERE THE HAGUE PLACE/MSNO OR HAMBURG RULES (RULES) AND TO COMPULSORILY 4.3 WHERE THE HAGUE PLACE/MSNO OR HAMBURG RULES (RULES) AND THE EMERTIS OF ALL PRIVILESCS, FURCHS, LIMITATIONS, EXCLUSIONS AND IMMUNTIES CONTAINED IN THE HAGUE RULES, WHICH SHALL SPECIFICALLY BE DEEMED TO BE INCORPORATED BY REFERENCE HEREM, IN WHICH CASS THE LIMBURY OF CARRIER ANNOTE THE VESSEL SHALL ADPTY; 4.4 Carrier shall be entited to the benefit of all the privileges, rights and immunities conferred by such national laws or Rules as all fe same were herein specifically set out. Nothing herein contained shall be demed to be a surgender by Carrier of any of its privileges, rights or immunities conferred by such national subject to any such Law, and nothing in these conditions shall, as regards such busines, be read of this going vice Law and this privileges, rights or immunities conferred by such national subject to any such Law, and nothing in these constitued as such as usch bas. Law. Law, the usch Law. Mark and the applicable to risk privileges, rights or immunities confitured shall be demed to be a subject to any such Law, and nothing in these constitues shall, as regards such busines, be read of this going to regurner to or inconsistent with such Law, such Law and and use. Law, and and the prival and be considered part of this contract for as long as such applies by its own force, and no further.

part of this contract for as long as such applies by its own force, and no further.
5. USA Clause Paramount – Subject to clause 13.7:
5.1 If the Carriage covered by this Bill of Lading includes Carriage to or from or through a port or place in the
Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of Solution of the Solution of the Solution of the Solution of the Solution of the Solution of the Solution of Solution of the Solution of the Solution of Solution of the Solution of the Solution of the Solution of the Solution of Solution of the Solution of the Solution of the Solution of the Solution of Solution of the Solution of Solution of the Soluti

6. Port to Port Shipment

6. Port to Port Shipment
6.1 Carrier's obligations in respect of the Goods shall begin when the Goods are loaded on board the vessel at the Port of Discharge during which and Port of Discharge during which the Port of Discharge during which and the Port of Discharge during which and the Port of Discharge during which the Port of Discharge during which and the Port of Discharge during which and the Port of Discharge during which and any legislation giving affect to the Rules or COGSA.
6.2 Before loading at the Port of Loading or after discharge, any Goods in the cutody of Carrier or its Sub-contractors shall not be responsible for any act, neglect or omission in relation to the Goods under such circumstances. When making arrangements with any party for carriage or services related to the Goods prior to loading or after free discharge, Carrier (State State) and State St

7. Combined Transport

7. Combined Transport 11 Notwithstanding anything contained in clause 6 above, where the contract of carriage is one calling for Combined Transport, the lability of Carrier shall be governed by sub-clauses 7.2 and 7.3 below, and at all times y the provisions of and subject to its defenses and rights under this Bit of Lading. 7.2 With respect to loss of or damage to the Goods occurring during the carriage by sea or if it is not known at what stage of the Carrier shall be discurred the liability of Carrier shall be determined in accordance with the provisions of clauses 4 or 5 whichever is applicable and any legislation giving effect to the Rules or Occoc

Vini the protections of automatic termination of the Goods occurred prior to the Goods being loaded on the vessel at the Port of Loading or after discharge at the Port of Discharge the liability of Carrier shall be

determined: (a) by the provisions contained in any International convention or national law which: (i) cannot be departed from by private contract to the detriment of the Merchant, and (ii) would have applied by force of law if the Merchant had made a separate and direct contract with Carrier in respect of the particular stage of Carriage where the loss or damage occurred and had received as evidence intered any particular document which must be issued in order to make such international convention or national

(Repect of the particular document which must be issued in order to make sub-international sub-international convention or law applies under sub-paragraph (a) above by the provisions of the contract which would have applied if the Merchant had made a separate and direct contract with the Sub-contractor or agent of Carrei in respect of the particular stage of Carreis in respect of the particular stage of the particu

to such loss or damage. 8. General Liability Provisions - Limitations 8. NOTICE OF LOSS AND SUBMISSION OF CLAIMS - NOTWITHSTANDING ANY PROVISION HEREIN TO THE CONTRARY UNLESS NOTICE OF LOSS OF OR DAMAGE TO THE GOODS AND THE GENERAL NATURE OF IT BE GIVEN IN WITING TO CARRIER OR ITS AGENT BEFORE OR AT THE TIME OF THE REMOVAL OF THE GOODS INTO THE CLUSTODY OF THE PERSON ENTITLED TO DELIVERY THEREOF REMOVAL OF THE GOODS INTO THE CLUSTODY OF THE PERSON ENTITLED TO DELIVERY THEREOF REMOVAL OF THE GOODS INTO THE CLUSTODY OF THE PERSON ENTITLED TO DELIVERY THEREOF REMOVAL OF THE GOODS INTO THE CLUSTODY OF THE PERSON ENTITLED TO DELIVERY THEREOF DELIVERY IN GOOD CONDITION BY CARRIER OF ITS BOODS NOTICE OF ALC LAIMSM SUBTE CONSCIDENTIED AND THEREAFTER, SUCH REMOVAL SHALL BE PRIME FACIE EVIDENCE OF THE BLIVERY IN GOOD CONDITION BY CARRIER OF THE GOODS NOTICE OF ALC LAIMSM SUBTE TO SOL EXPRESS LINE, P.O. BOX BOAD, SEATTLE, WA SIGB. 9. TIME DARE OF THIS INDUCTION BY CARRIER OF THE GOODS NOTICE OF ALC LAIMSM SUBTE BE SENT TO SOL EXPRESSION APPLICABLE PURSUANT TO THIS BILL OF THE CONTRARY CARRIER SHALL 14. EVA OR PROVISIONS APPLICABLE PURSUANT TO THIS BILL OF LADING, AFTER DELIVERY OF THE GOODS ON THE DATE WHONTHS, AND ALL OTHER GENED WHICH THE CASES 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY DE DEMED TO BE A DATE TWO CALENDAR MONTHS AFTER THE GOODS SHOULD HAVE BEEN RELIVERED. WHICH THE CASES 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. WHICH THE CASE 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. WHICH THE CASE 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. WHICH THE CASE 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. WHICH THE CASE 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. WHICH THE CASE 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. THE CARRIES AND THE CASE 0F LOSS SHALL IN THE ASSENCE OF EVIDENCE TO THE CONTRARY BE DERED. THE CARRIES AND THE CASE 0F LOSS SHA

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8.6 THE MERCHANT, UNDERSTANDING THAT THE ORDINARY KATES OF CARRIER ARE PREMISED UPON CARRIER'S LIMITATION OF LIABILITY, AND IN CONSIDERATION FOR SUCH RATES, IN ADDITION TO ALL OTHER RESPONSED ATTESS SET FORM HERRIN. EXPRESS Y ADDITION TO SUCH AND THE SUCH AND TH

Carrier. 82 Valuables – Carrier shall not be liable to any extent for any loss or damage to or in connection with platinum, gold, silver, jewelry, precious stones, precious metals, radioisotopes, precious chemicals, builion, specie, currency, negotiable instruments, securities, writings, documents, pictures, embrideries, works of art, curics, beinforms, or collections of every nature, unless the true nature and value of the Goods is declared in writing by the Merchant before receipt of the Goods by Carrier, and the same inserted in this bill of lading and extra freight is paid under Clause 84(a). Clause 84(a). MORCY CONSTRUCT, LOSS EXCLUSION - CARREES SHALL IN NO CIRCUMSTANCES BE LIABLE FOR MORCY CONSTRUCT, CONSECUENTIAL LOSS OR DAMAGE AND THE DEFENSES AND LIMITS OF

8.9 CONSEQUENTIAL LOSS EXCLUSION - CARRIER SHALL IN NO CIRCUMSTANCES BE LABLE FOR DIRECT OR INDIRECT CONSEQUENTIAL LOSS OR DAMAGE AND THE DEFENSES AND LIMITS OF LABILITY PROVIDED FOR NEREN SHALL APPLY IN ANY ACTION AGAINST CARRIER ON WHATEVER BASIS, INCLUDING WITHOUT LIMITATION WHETHER FOUNDED ON CONTRACT, TORT, INDEMNITY, CONTRIBUTION, SUBROGATION ANDOR EQUITY, AND BHANDONSOEVER REVOLGHT, ANY LIMITATION OF ALBILITY HEREIN SHALL BE A SINGLE, AGGREGTE LIMITATION, AND SATESFACTION OF SUBMIT OF ALBILITY HEREIN SHALL BE A SINGLE, AGGREGTE LIMITATION, AND SATESFACTION OF SUBMIT OF ALBILITY HEREIN SHALL BE A SINGLE, AGGREGTE LIMITATION, AND SATESFACTION OF DEFEND, INDEMNIFY AND HOLD HARMLESS CARRIER SET FORTH HEREIN SHALL INCLUDE AND ENCOMPASS CARRIER'S NEGLIGENCE, WHETHER SOLE OR OTHERWISE, TO THE FULL EXTENT PERMITTED BY LAW.

9. Merchant Packed or Stowed Containers - If a Container has not been packed or stowed by or on behalf of

9. Merchant Packed or Stowed Containers – If a Container has not been packed or stowed by or no behalf of Carrier.
9.1 Carrier:
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10. Carrier's Responsibility - Carrier undertakes to procure the services necessary to affect the entire transport of the Goods from the place where they are accepted as designated on the front side of this Bill of Lading (Boxes 30 × 10). To carrier is responsible for the Goods from the place of final delivery as designated on the reverse side (Box 16 or 17). Carrier is responsible for the Goods from the time they are accepted and received by Carrier until they are made available for Merchant to take delivery. The custody and carriage of the goods are subject to this Bill of Lading as well as Carrier's published freight tarifts, rates and rules. Insurance will not be arranged by the carrier except with the express without entertainte as the using ent for shortered. declaration as to value, prior to shipment

11. Place of Suit - Any lawsuit arising out of or related to Carriage under this Bill of Lading shall be brought if at all in the United States District Court of the State of Washington for King County.

12. Failure to Notify - Carrier does not accept responsibility for failure to notify the Merchant or others co

of the arrival of the goods

(d) use or

order; (e) load or unload the Goods at any place or port (whether or not any such port is named on the front of this Bill of ding I as the port of Loading or Port of Discharge or transshipment destination) and store the Goods at any such

agoids. 13.5 Goods in enclosed Containers whether packed by the Carrier or by the Merchant, may be carried on deck or under deck without notice to the Merchant and without any obligation on the part of the Carrier specially to note mark or stamp any statement of 'on deck' carried on the face of this Bill of Lading, any custom to the contrary notwithstanding. Such Goods (other than livestock) whether carried on deck or under deck shall participate in general average and shall be deemed to be within the definition of goods for the purposes of the Rules or COGSA. 13.6 Goods not packed in enclosed Containers may be stowed and carried in poor, forecastle, deckhouse, sheller any covered space commonly used for the carriage of goods and such Goods carried shall be deemed for all purposes to be stowed under deck. Goods not packed in enclosed Containers may be carried on deck with the arrement of the Merchant.

13.6 Goods not packed in order-or any covered space commonly used for the carriage of goods and such Goods so carried small of dock with the all purposes to be stowed under deck. Goods not packed in enclosed Containers may be carried on deck with the gareement of the Merchant. 13.7 COGSA shall apply to this Bi of Lading where the Goods carried hereunder corresist of Goods (not stowed in registration of the Merchant. 13.7 Log and the Merchant. 13.7

14. Matters Affecting Performance - The intended carriage shall not be limited to the direct route but shall include 14. Matters Antecting Performance - I ne intended carriage shall not be limited to the direct route but shall include any deviation for any purpose connected with the service, including maintenance of vessel and crew. If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind and however arising (even though the circumstances giving rise to such hindrance, risk, delay, difficulty or disadvantage existed at the time this Bill of Lading was issued or the Goods were accepted for Carriage) and which cannot be avoided by the exercise of reasonable endeavors (whether or not the Carriage has commenced) Carrier shall be excused from its performance obligations hereunder and may.

Carrier shall be excused from its performance obligations hereunder and may: a) Without notice to Merchant treat the performance of this contract as terminated, abandon the carriage of the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place which Carrier may deem safe and convenient and the responsibility of Carrier in respect of such goods shall them

cease. b) Without prejudice to the Carrier's right subsequently to abandon the carriage under a) above, continue the Carriage. In any event Carrier shall be entitled to full freight charges on Goods received for carriage and Merchant shall nay any additional cests resultion form the abrow-genetinged ricrumstances.

15.4 Merchant shall be liable for the payment of interest at 1.5% per month or the legal maximum, whichever is higher, on unpaid freight and other charges that are past due and payable under any orcedit terms if granted. Merchant shall be liable for a 2% outlay fee for demurage, detention, and any other charges, fees, duide, or taxes that Carrine pays or is required to pay on behalf of Merchant. 15.5 All persons defined herein as Merchant shall be jointly and severally liable to Carrier for the payment of all freight. Bunker Adjustment Factor (DAF). Currency, Adjustment Factor (DAF). Currency, Adjustment Factor (DAF). Currency, Adjustment Factor (CAF). Terminal Handling Charge (THC), demurage, detention, General Average, salvage, security and peak season surcharges and other charges, including but not finited to currei costs, expenses and reasonable attorney's fees incurred in collecting sums due to the Carrier. Payment of freight and charges to a freight forwarder, broker o anynoe other than the carrier, or its authorized agent, shall not be deemed payment to the Carrier and is made at the Merchant's sole risk.

payment to the carrier and is made at the Merchan's sole risk.
16. Carrier's Lien - The Carrier shall have a general lien on the Goods (and any documents relating thereto) in its possession, custody, or control for all freight, demurage, general average and other charges payable to the Carrier under this Bill or clading or related to any other service provided by Carrier to the Merchant including attorney's fees and costs of sale or collection and interest on such amounts, and if such charges remain unpaid for 3 days after demandfor payment is made the Carrier may enforce such lien by public or private sale of the Goods upon 10 days written notice to the Merchant, at Merchant's expense. Any surplus from such sale after all unpaid charges and costs of sale and collection including interest are paid to Carrier shall be transmitted to Merchant, and Me

17. Delivery of Goods -

1.7. Delivery of Goods – a) If Merchant refuses or fails to take delivery of the goods upon their being discharged and made available at point of discharge or place designated for delivery regardless of any free time prescribed by tariff or local regulations, Carrier has the right, without giving notice to Merchant, to unstuff the goods, if necessary, and/or to store them at the risk and expense of Merchant. Such storage shall constitute final delivery under this Bill of Lading and all liability of Carrier in respect of the goods shall terminate.

terminate. b) if the Merchant fails to take delivery of the Goods within thirty days of delivery becoming due under Clause 17 (a), or if in the opinion of the Carrier they are likely to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value, the Carrier may, without prejudice to any other rights which he may have against Merchant, without notice sell, destroy or dispose of the Goods and apply any proceeds of sale in reduction of the sums due to the Carrier from

Netriani.
16. Merchant's Warranties - Merchant warrants that (i) it is either the owner or authorized agent of the owner of the Goods and that it is accepting the terms and conditions hereof not only for itself but balce as agent for and on behalf of the owner (i) the description and particulars of the Goods are timely, complete and accurate (including but not limited as to contents, weight, value, measurement, and verified gross mass); (iii) the Goods have been properly and sufficiently prepared, packed, stowed, labeled and/or marked and that such is appropriate for ocean carriage services; (iv) the Goods do not contain any explosive device or weapon which may cause loss, damage, linyur toor death of any person or property; (v) it will comply with all applicable laws, statutes, rules and regulators (including but not limited to these related to anti-corruption, export control, customs, anti-terroism, and privacy and data protection with respect to personally identifiable information that Merchant provides to Carrier to permit Carrier to perform services, admange and conventions such as the International Corvention for the Safety of Life at Sea. Merchant shall defend, indemnify and hold Carrier harmless against any and all claims, liabilities, loss, damage and expenses, including attorney fees, arising out of or resulting from the breach of any of the warranties contained herein.

(d) the unsultability of defective condition dary Container not supplied by or on behalf of Carrier, (e) the presence of and rugs, ancodisc, contraband, llegal substances and/or presons within Containers pack by the Merchant or inside Goods supplied by the Merchant. 9.2 The Container shall be a package for the purpose of determining Carrier's liability, under clauses as and/or soft and brid Carrier harmissa galanist any and al clauses. A more shall be a factor of the Safety of Li at Sae. Merchant shall defend, indemnify and hold Carrier harmissa galage or the purpose of determining Carrier's liability under clauses as and or provide to Carrier the messa galar between the containers and the applicable statutes, evaluation and therein. 9.3 Al statements on the font of this Bill of Lading, relating to the contents of the Containers including marks and 19. Dangerous Goods – Danger of their nature and the name and address of the sender and the receiver have been previously given to Carrier and Carrier has given written consent. The nature of the goods must be distinctly marked on the outside of the package or packages as required by applicable statutes, regulations, or conventions including the MOC doed. Merchant shall be lable for all damages including consequential and indirect damages and expenses arising out of its failure to comply with the foregoing provisions of this paragraph and shall defend, indemnity and hold Carrier harmless from all claims. loss, damage, liability, or expense including attorneys' fees arising out of dangerous goods being tendered for transportation whether or not the Merchant was aware of the nature of such Goods. Goods which in the opinion of the Carrier are or at any time become or are liable to become Dangerous Goods may at any times a transportation whether and the date transportation without compared automated and the date must do and endered for the opinion of the Carrier are or at any time become or are liable to become Dangerous Goods may at any times or transportation work of the matter without commerciation and if the other the opinion of the Carrier are or at any time becomes of any liability. are opinion to the characteristic at a dry mine become or are name to become brangeroots doods may at any time or place be unloaded, destroyed or rendered harmless without compensation, and if the Merchant has not given notice of their nature to the Carrier under sub-clause 20.1 above, the Carrier shall be under no liability to make any general average contribution in respect of such Goods. The Carrier may accept or reject at its option any Dangerous Goods offered for transportation.

20. Temperature Controlled - Merchant shall not tender for carriage any Goods which require n, or other control without previously made sp e, humidity, ver ial arrangements with temperature, humidity, ventilation, or other control without previously made special arrangements with Carrier in wining, including for the payment of additional freight and the nature of the Goods and the particular temperature range to be maintained. Carrier shall not be liable for any loss of or damage to the Goods and the Goods and the Goods and the use of the other of the doods and the special strained in the straines of the temperature controlling machinery, plant, insulation or any apparatus of the container, including lack of or interruption in fuel or power supply, unless caused by the failure of Carrier to exercise due diligence.

21. General Average

21. General Average.
21.1 General average shall be adjusted at any port or place in the option of the Carrier in accordance, with the York-Antwerp Rules 1974, as amended in 1990, provided that where an adjustment is made in avordance, with the low and practice low Lb (h) of the york of the country having the same or similar fractions with the low and practice low Lb (h) of the york of the country having the same or similar (a) in the order of accident, danger, damage or data (h) (h) and (h) of the same or adjustment is made (h) in the order of accident, danger, damage or data (h) of the same or adjustment or other the commencement of the vorage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which Carrier is not responsible. by statute, contract or otherwise, the Goods and the Merchant shall contribute with the Carrier in general average.
(b) If a salving vessel is owned or operated by the Carrier salvage shall be paid for as fully as if the salving vessel belongs to third parties.
21.2 If Carrier delivers the Goods without obtaining security for general average contributions, the Merchant, shall gorider date deposit or other salvage shall be paid for as fully as if the salving vessel is corrier of the Goods without obtaining security for general average acritibility to pay such contributions and to provide such cash deposit or other salvaring the admonger of the Goods without obtaining security for the estimated amount of such contributions and to provide such cash deposit or other salvaring the salvage and specific to a starting below and the deposit or other salvage salvage salves belongs to third parties.

contributions and to provide such easily explore to other security to the estimated anioun or such contributions as Carrier shall escondary require 21.3 The Carrier shall be under no obligation to exercise any lien for general average contributions due to the Merchant. 21.4 The Merchant shall indemnify Carrier in respect of any claims of a general average nature, which

21.4 The Merchant shall indemnity Carrier in respect of any claims of a general average nature, which may be made on Carrier.
21.5 In the event of accident, danger, damage, or disaster before or after commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, Carrier is not responsible by law, contract, or otherwise, the Merchant shall jointly and severally contribute in general average with any Sub-contractor carrier to the payment of the payment of the gavent of the general average with any Sub-contractor carrier to the payment of the gavent and to general average result of fault, neglect, or error of the master, plot or orew, and expressly renounces all laws which may apply to the contrary.

22. Both To Blame Collision – If a carrying ship comes into collision with another ship perilinance of the other ship and any act, neglect, or default in the navigation or the ma 22. Sett To Blame Collision – If a carrying ship comes into collision with another ship as a result of negligence of the other ship and any act, neglect, or default in the navigation or the management of the carrying hip, the myleched models to a ship and any act, have the carrying hip, the myleched models and the ship and the start of the Carrer and low time of the management of the carrying ship, a sum sufficient to default induce that are a ship and any act, and hold harmless Carrier and/or the owner and/or domes charter or do the carrying ship, as us sufficient to default induce that are a ship and any act, and hold harmless Carrier and/or the owner, and/or domes charter or do the carrying ship, as use ships or iso viability represents loss of a ship and the other or non-carrying ship or its owners in so far as such loss or liability to its owners or the Merchant and set-off, recouped, or recovered by the other or non-carrying ship or its owners as part of their calma against the carrying ship or as preserved or the adarter or Carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects, other than or in addition to, the colliding ships or objects, are at fault in respect of a collision, contact, stranding or accident.

23. Validity -

23. Validity – a) In the event that anything in this Bill of Lading is inconsistent with any applicable international convention or national law which cannot be departed from by private contract, the provision hereof shall be null and void to the externed of a such inconsistency, but no further.
b) The terms and conductions of this Bill of Lading supersede any other agreements with respect to carriage of the Goods. No servator or agent of Carrier shall have the power to waite or vary of the terms hereof unless such waiver or variation is in writing and is specifically authorized or subsequentily ratified in writing by Cartier.

January 18th, 2022

13. Methods of Transportation, Routes, Stowage, Deck Cargo and Containerization –
13. Carrier may at any time and without notice to the Merchant
(a) use any means and/or mode of transport or storage whatsoever;
(b) transfer the Goods from one conveyance to another including transhipping or carrying the same on another
vessel than that named on the Bill of Lading or by any other means of transport whatsoever including but not
limited to feeder ships, barges, trucks or rail cars;
(c) unpack and remove the Goods which have been packed into a Container and forward the same in a Container
or otherwise. herwise. use or proceed by any route in its discretion (whether or not the nearest or most direct or custor tritised route) and use or proceed to or stay at any place or port whatsoever once or more often and

Lading is the port of Loading or Port of Discharge or transshipment destination) and store the Goods at any such place or port: (f) comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to acts or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions. (g) permit the vessel to proceed with or without plotts. 13.2 The liberties set out in clause 13.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage including undergoing repains, towing or being towed adjusting instruments, taking bunkers whether for this or a subsequent voyage, dry-docking and assisting vessels in all situations. Anything one in accordance with sub-clause 13.1 or any delay arising therefrom shall be deemed to be within the such thing Carrier shall be entitled to the benefit of all privileges rights and immunities contained herein. 13.3 Listing a port of loading and/or discharge on this Bill of Lading does not create an agreed-upon route of carriage. 13.4 The Goods may be acked by the Carrier in Containers or in similar articles of transport to consolidate

route of carriage. 13.4 The Goods may be packed by the Carrier in Containers or in similar articles of transport used to consolidate