BILL OF LADING

NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER"

Shipper			Country of Origin Bill of Lading No.		lo.
			F/Agent Name & Ref.		Shipper's Ref
Consignee (if 'To Order' so indicate)			Carrier		
			Note 1		
Notify Party (No claim shall attach for failure to notify)					
Full address of Place of Receipt	Intended Port of Loading		Intended Port of Transhipment (if applicable)	Intended transhipment vessel (if applicable)	
Intended Vessel	Intended Port of Discharge		Full address of Place of Delivery	No. of Original Bills of Lading	
			Note 3	Note 4	
Marks & Numbers	No. of Pkgs. or Shipping Units.	Description of Goods & Pkgs.		Gross Weight	Measurement
	Total No of Pkgs	Temperature Control Instructions: Note 6			
	Note 5			•	-
Freight Details, Charges etc:			Excess Value Declaration: Refer to Clause 6 (3) (B) + (C) on reverse side		
Note 7					
			RECEIVED by the Carrier the Goods as specified above in apparent good order and condition, unless otherwise stated, to be transported to such place as agreed, authorized or permitted herein and subject to all the terms and conditions appaaring on the front and reverse of this bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding. The particular given above are as stated by the shipper and the weight, measure, quantity, condition, contents and value of the goods are unknown to the carrier. In In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated above, the same being accomplished, the other(s), if any, to be void. One (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.		
Special Clauses			Place and date of issue Signed on behalf of (Futh name of Member) - the carrier:		
Note 8			by		

1 DEFINITIONS "Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this bill of lading including but not limited to the loading, transport, unloading, storage, warehousing and but the second secon

of lading including but not limited to the loading, transport, unloading, storage, warehousing and "Carrier" means Watto Skupply Chain Services International, LLC on whose behalf this bill of lading has been signed. "Charges" includes freight, demurtage and all expenses and monetary obligations, including but not limited to dutes, taxes and dues, incurred by the Carrier and payable by the Merchant. "COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 17C.

16th April 1936. "Combined Transport" arises where an address (and not just the name of a Port) is indicated as the Place of Receipt and/or the Place of Delivery on the face of this bill of lading in the relevant spaces. "Consignee" means the party named as Consignee on the face of this bill of lading in the relevant

space.
"Consolidation" includes stuffing, packing, loading or securing of Goods on or within Containers and Consolidate shall be construed accordingly.

Consolidate shall be constructed accordingly.
 "Container" includes any container (including but not limited to open top containers), trailer, transportable using, halform, filty van, fakt, pallet or any similar article of transport used to consolidate goods and any ancillary equipment.
 "Container" includes any container (including but not limited) to open top containers), trailer, transportable using halform, filty van, fakt, pallet or any similar article of transport used to consolidate goods and any ancillary equipment.
 "Head and the container of the cargo received by the Carrier from the Shipper and trained, sany Container supplied by or on behalf of the Carrier).
 "Head Realize" means the provisions of the International Convention for Unification of certain Rules relating to bills of lading signed at Brussels on 25th August 1924.
 "Header "Meas" Meass" means the Hague Rules as anneled by the Protocol signed at Brussels on 23rd February 1968, (It is expressly provided that nothing in this bill of lading shall be construed as contractually applying the Hague. "Visiby Rules".
 "Hoder" means any Person for the time being in lawful possession of, trailsed rules of using that fugues and the same share of the site of the site of the lading have been lawfully transferred or vested.
 "Indemnify" includes deed, indemnify and hold harmless, including in respect of legal fees and

possession of, this bill of lading to or in whom rights of suit and/or liability under this bill of lading have been lawfully transferred or vested. "Indemnify" includes defend, indemnify and hold harmless, including in respect of legal fees and costs, whether on on the obligation to indemnify arises out of negligent or non-negligent acts or omissions of the Carrier, his servarus, agents or Sub-Contractors. "Wherhant" includes the Shipper, the Consigned, the receiver of the Goods, the Holder of this bill of lading, any Person owing or lawfully entitled to the possession of the Goods, the Holder of this bill of lading, any Person owing on bhaff of any of the above mentioned Persons. "Package" where a Container is loaded with more than one package or unit, the packages or other shipping units: enumerated on the face of this bill of diding as packed in such Container and entered in the box on the face hereof entitled "Total number of Comainers or Packages received by the Carrier" are called the Gord and the Carriage is not Combined Transport. "Net of Nort Shipment" arises if the Carriage is not Combined Transport. "Net not constructive indicates, but mind allow to more projections rout, and and at transport operators, warehousemen, longborn impercientors, roud, all and at transport operators, warehousemen, longborn impercientors, roud, all and at transport operators, warehousemen, longborn impercientors, roud, all and at transport operators, warehousemen, longborn impercientors, roud, all and at transport operators, warehousemen, longborn impercientors, roud, all and at transport operators, warehousemen, longborn impercientors, roud, all and at transport operators are and any direct or indirect sub-constructors, package and any direct or not. "Terminal Deperators" means any persons who noroude not sub rots

"Terminal Operators" means any persons who provide port storage or handling services. "Terms and Conditions" means all terms, rights, defenses, provisions, conditions, exceptions

Terms and Commons means an ening rights, decises, provisions, commons, exceptions, limitations and lifetries herein "Vessef" means any waterborne craft used in the Carriage under this bill of lading including but not limited to a feeder vessel or occan vessel.

2 CARRIER'S TARIFF 2 CARREN'S TARIF The provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to container and vehicle demargae. Copies of such provisions are obtainable from the Carrier on this agents upon request or, where applicable, from a government body with whom the tariff has been filed. In the case of inconsistency between this bill of tabling and the applicable tariff, this bill of lading shall prevail.

3 WARRANTY The Merchant warrants that in agreeing to the Terms and Conditions hereof he is or is the ag and has the authority of the Person owning or entitled to the possession of the Goods and thi lading or any Person who has a present or future interest in the Goods and this bill of lading nd this hill of

Itating or any Person who has a present or future interest in the Goods and this bill of lading.
 NEGOTIABILITY NO DATE TO THE GOODS
 (1) This bill of lading shall be non-negotiable unless made out "to order" in which event it shall be regotiable and shall constitute title to the Goods and the Holder shall be entitled to receive or to transfer the Goods here indescribed.
 (2) This bill of lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods are there described. However proof to the contrary shall be deminished when this bill of lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the

1) The Carries shall be entited to sub-contract on an QARMER AND UTHENTERMONS
 10) The Carries shall be entited to sub-contract on an QARMER AND UTHENTERMONS
 11) The Carries shall be entited to sub-contract on any part of the Carries' sub-contract on any part of the Carries' sub-contract on an limited to, the Carries' sub-contract on any part of the Carries' sub-contract on an limited to, the Carries' sub-contract on any part of the Carries' sub-contract on an limited to, the Carries' sub-contract on an any part of the Carries' sub-contract on the sub-contract on an instead to carries' sub-contract on the sub-contract on an any sub-contract, builment, tort, negligence, heach of express or implied warranty or otherwise; and if any claim or allegation should nevertheless be made to indemnify the Carrier gains and it consects thereof. Whithout prejudice to the foregoing every sub-Person and Vessel shall have the benefit of all provisions herein herefring the Carrier (and thereof, the parisfaction and aware clause; as if such Terms and Conditions (including Clause 20 hereof) were expressly for his benefit and it to all and the orde beard to be adverted bear of all provisions contract. Without prejudice to the generality of the foregoing, if the Carriag se Nort to Port, Terminal Operators shall have the benefit of all provisions and Vessels shall not is cheart of all provisions in contract, without prejudice to the generality of the foregoing, if the Carriage is Port to Port, Terminal Operators shall have the benefit of all provisions of the Goods have there including the Carrier, and any exprese arising the Carrier is charter in charting were the second on any part stonge or barries to the second on any part stonge or barries to the foregoing of the Codo inforts in relation any part stonge or barries in the bibling and there the part of all provisions and vessels and shall have the berefit or forth including the Carries' habiblity and rubis to all any exprese of the Codo infort

- CARRIER'S RESPONSIBILITY
 (1) PORT TO PORT SHEPAENT
 (A) Where the Carriage is Port to Port, then the liability (if any) of the Carrier for loss or damage to
 the Goode constraint human statement of the Carrier for loss or damage to
- (1) PORT TO PORT SHIPMENT.
 (2) Where the Carriage is Port to Fort, then the liability (if any) of the Carrier for loss or damage to the Goods accurring between the time of loading at the Port of Loading and the time of discharge at the Port of Delivery shall be determined in accordance with any antional law making the Hague Rules, Hague Yuley, Haykes, COGSA or any other rules computorily intrile I-3 mitiang the transmitted in any other case in accordance with any anticale I-3 mitian law making the Hague Rules, Hague Yuley, Haykes, COGSA or any other rules computorily intrile I-3 mitian law making the intrile I-3 mitian and the Hague Rules. Attice I-3 mitian law making the intrile I-3 mitian and port case in a coccurdance with the Hague Rules. Attice I-3 mitian and provides to the contrary, the Carrier shall have the benefit of every right, defrance, limitation and provides to the contrary, the Carrier shall have the benefit of every right, defrance, limitation and provides to the contrary, the Carrier shall have the benefit of every right, defrance, limitation and provides to the contrary, the Carrier shall have the benefit of every right, defrance, limitation and provides to the contrary, the Carrier shall have the benefit of every right, defrance, limitation and provides to the Carriary the theory hereid of responsibility, notwithshanding that the loss or dramage did not occur at sea.
 (2) If COGAs Applies then the provisions stated in COGAs shall govern the Carrier's hisble-Contractor and the cortainer yard, height station or are immediately adjacent to the sea terminal before loading onto the vessel or after discharge therefrom as the case may be. Where the Merchant requests the Carrier or head and carrier in the United States of America, as the arrainge shall be shalled to the head ID-Carrier's or shall carrier in the state as agent only at the United States of America, as the arrainge shall be shalled to the head ID-Carrier's content tart.

destination agreed with the Merchant had been entered on the reverse side of this bill of la the Port of Dischargor of Place of Delivery. (2) COMBINED TRANSPORT Save as is otherwise provided in this bill of lading, the Carrier shall be liable for loss or damag the Goods occurring from the time when he receives the Goods into his charge until the time or delivery to the extent set out below: (A) Where the stage of Carriage where the loss or damage occurred cannot be proved by the Manahant

- (A) Where the stage of Laininge where we can be a start of the dimensional dimensionada dimensionada dimensionada dimensionada dimensiona

 - indling, loading, stowage or unloading of the Goods by or on behalf of the Merchant;
 - (a) inherent vice of the Goods;
 (b) strikes or lock outs or stoppages or restraints of labor from whatsoever causes whether partial or general;
 (g) fire, unless caused by the actual fault or privity of the Carrier; for which the Merchant shall (g) fir-
 - (g) file, unless clusted by the have the burden of proof.
 (h) a nuclear incident;

- (i) any cause or event which the Carrier could not avoid as a consequence whereof he could not
- any cause or event which the Carrier could not avoid as a consequence whereof he could not
 prevent by the exercise of reasonable diligence.
 The barden of proof that the loss or damage was due to one or more of the causes or events
 specified in this Clause 62(3/4) will rest upon the Carrier. Save that if the Carrier calabilistes
 that, in the circumstances of the case, the loss or damage could be attributed to one or more of the
 causes or events specified in Clause 62(3/4)(1/6) (d) or (c) is that hills be presumed that it was so
 caused. The Merchant shall, however, be entitled to prove that the loss or damage exact.
 (B) Where the stage of Carriage where the loss or damage occurred can be proved by the Merchant
 (1) The Liability of the Carrier shall be determined by the provisions:

 (a) Cannot be departed from by private contract to the deriment of the Carrest and

 (b) Would have applied if the Merchant had made a separate and direct contract with the Carreir
 in respect of the particular stage of Carriage where the loss or damage could and
 received to the particular on the stage of Carriage where the loss or damage could and
 received to the particular on the stage of Carriage where the loss or damage could and
 received the particular on the stage of Carriage where the loss or damage could and had
 received to the particular on the stage of Carriage where the loss or damage could be such interational
 convertion or national have applicable.

such international convertion or national law applicable. (2) Where 6(2)(b)(1) above does not apply, any liability of the Carrier shall be determined by 6(1) if the loss or damage occurred during a sea leg or by 6(2)(A) in all other cases. (3) GENERAL PROVISIONS

- (3) GENERAL PROVISIONS (A)Compensational Content of the Carrier's right to limit liability as provided for within this bill of lading, the Subject to the Carrier's right to limit liability as provided for within this bill of lading, the Carrier's liability shall be calculated by reference to the FOB/FCA invoice value plus freight and insurance if paid. If there is no such invoice value, the value of the Goods shall be determined according to the value of the Goods at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered. (B) Package or Shipping Unit Limitation (i) Where the Hague Rules, Hague-Visby rules, COGSA or any other rules apply under this Bill of Lading by national law or pursuant to Clause 6(2)(8)(1) Carrier's liability shall in no event exceed the amounts provided in the applicable national law or in the law thereby made applicable.
 - app (ii) If or
 - for only the Hague Rules Articles 1-8 (excluding Article 3, Rule 8) apply pursuant to Clause 6(1)(A), Clause 6(1)(B) or Clause 6(2)(B)(2) then the Carrier's maximum liability shall in no
 - 6(1) (A), Clause 6(1)(B) or Clause 6(2)(B)(2) then the Carrier's maximum liability shall in no evert exceed USS500 per package or unit.
 (iii) Where Carriage includes Carriage to, from or through a port in the United States of America and COGSA Applies pursuant to Clause 6(1)(A) or 6(2)(B)(1) entithe the Carrier por the Vessel shall in any event be liable for any loss or damage to or in connection with the Carriag of the Goods in an amount exceeding USS500 per Package or customary freight unit.
 (iv) In all other cases compresation shall not exceed the limitation of liability of USS2.00 per kilos
- (b) the Goods main another exceeded the limitation of liability of US20.00 per klass of the Goods and an another exceeded the limitation of liability of US20.00 per klass of gross weight of the Goods lost, dianged or in respect of which the claim arises.
 (C) Al valorment Declared Value of Package or Shyping Unit
 The Goods by the shipper upon delivery to the Carrier of the Goods for disperse of the value respective of the Goods of the Goods by the shipper upon delivery to the Carrier of the Goods for disperse, such higher value being interstend on the front of this hild I olding in the space provided and, if regarded by the Carrier, extra freight paul. In such case, if the actual value of the Goods will exceed such declared value shall nevertheles be deemed to be the declared value and the Carrier s

 (b) Delay, Consequential Loss
 Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatoover and howsover crues.
 (b) Neis of Carlos or Damage

- Inibility shall be limited to the freight applicable to the relevant stage of the transport. (E) Notice of Loss of Damage The Carrier shall be deemed prima facie to have delivered the Goods as described in this bill of lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such lo or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the casado of othe person entitled to delivery before the bill of lading or, if the loss or damage is not apparent, within three consecutive days thereafter.
- (F) Time
- Time-bar The Carrier shall be discharged of all liability whatsoever in respect of the Goods unless s brought in the proper forum and written notice thereof received by the Carrier. (i) within a months in respect of Combined Transport or (ii) within 12 months in respect of Port-to-90. Stipment after delivery of the Goods or the date when the Goods should have been deliver the event that such time period shall be found contrary to any convention or law compation applicable, the period prescribed by such convention or law shall then apply but in that circumstance only. d. In compulsorily umstance only.
- MERCHANTS RESPONSIBILITY
- 1) and accurate or setup in the setup in the Goods set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, weight, concert, measure, quantity, quality, condition, marks, numbers and value are correct.
 (2) The Merchant shall comply with all applicable laws, regulations and requirements (including but
- The Merchant shall comply with all applicable laws, regulations and requirements (includin non limited to any imposed at any time before or during the Carriage relating to anti-terrois measures) of customs, port and other authorities and shall bear and pay all duties, taxes, fine imposts, expenses and losses (including without prepidice to the generality of the foregoing, freight for any additional Carriage undertaken) incurred or suffered by reason there will reason of any illegal, incorrect or insufficient marking, numbering or additissing of the food The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable. es, taxes, fines (3) The Me
- regunanotts and requirements which may be applicable. (4) No Goods which are or may become dangerous (whether or not so listed in codes), inflammable, damaging, injurious (including radioactive materials), noxious or which are or may become liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage whether the state of the st
- without: (a) the Carrier's express consent in writing: and (b) the Container and/or other covering in which the Goods are to be transported and/or the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with all applicable laws, regulations and/or
- requirements. I requirements. I ray such Goods are delivered to the Carrier without such written consent and/or marking or if n the opinion of the Carrier the Goods are or are liable to become of a dangerous, inflammable diror damaging mature, the same man way at any time be unnoled, destroyed, disposed of, handnoned, or rendered harmeless without compensation to the Merchant and without prejudice to the Carlier of the Occurrent of the Oc the Carrier's right to Charges
- the Carrier's right to Charges. (5) The Merchant shall be liable for the loss, damage, contamination, soiling, detention or demurrag before, during and after the Carriage of property (including, but not limited to, Containers) of the Carrier or any person or Vessel (other than the Merchant) reference to in Clauss 5(2) above cause by the Merchant or any person acting on his behalf or for which the Merchant is otherwise
- (6) The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense chatsoever arising from any breach of the provisions of this clause 7 or from any cat onnection with the Goods for which the Carrier is not responsible. CONTAINERS
- 8 C (1) C ds may be Consolidated by the Carrier in or on Containers and Goods may be Consolidated
- Goods may be Consonated by use Cantex and was consumed and a constraint of the study of a dark shall govern the responsibility of the Carrier in connection with or arising out of the subply of a Container to the Merchant, whether subplicable force or after the Goods are received by the Carrier or delivered to the Merchant:
 (A) If a container has been Consolidated by or on behalf of the Merchant:
 (A) the Carrier shall not be liable for loss of or damage to the Goods:
 (C) the Larger shall not be liable for loss of or damage to the Goods:

- (A) the Carrier shall not be liable for loss of or damage to the Goods:
 (i) caused by the manner in which the Container has been stuffed;
 (ii) caused by the unsuitability of the Goods for carriage in Container actually used;
 (iii) caused by the unsuitability or defective condition of the Container actually used provided that where the Container has been stupplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition vould have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;
 (iv) if the Container is not scaled at the commencement of the Carriage except where the Carrier has agreed to scal the Container, against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by Clause 8(3)(A) above.
 (3) Where the Carrier is instructed to provide a Container, in the abavene of a written request to the contrary accepted by the Carrier inc and under an obligation to provide a Container of any particulative.
- any particular type or quality
- any particular type or quality. **TEMPERATURE CONTROLLED CARGO** The Merchant undertakes not to tender for Carriage any Goods which require temperature con without previously giving written notice (and filling in the box on the from of this hill of ladin this hill of lading has been prepared by the Merchant or a person acting on his behall) of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container Consolidated by or on behalf of the Merchant turbur undertakes that the Container nat that is thermostatic controls have been properly Consolidated in the Container and that is thermostatic controls have been properly set by the Merchant before receipt of the Goods by the Carrier. 'n of this hill of lading it
- receipt of the Goods by the Carrier. (2) If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods caused by such non-compliance. (3) The Carrier shall not be liable for any loss of or damage to the Goods arising from defects. (4) demagement, hreakdown, stoppage of: the temperature controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the Beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state. Curriage exercise where the INSPECTION OF GOODS Corrier or any Person authorized by the Carrier shall be entitled, but under no obligation of the immost the contents. If it appears at

10 INSPECTION OF GODDS The Carrier or any Person authorized by the Carrier shall be entitled, but under no obligation, to oper and/or scan any Container or package at any time and to inspect the contents. If it appears at any time that the Godos cannot safely or properly be carried, or carrier of truther, either at all or without conter-rups without notice to the Merchant (but as his agent only) take any measures and/or incur any reasonable additional express to carry or continue the Carriage therefore, and/or to sel or dispose of the Goods and/or to abandon the Carriage and/or to store the Goods ashore or afloat, under cover or in the oper, at any place, whichever the Carrier in his absolute discretion considers most appropriate, which sale, disposal, abandomment or storage shall be deemed to constitute due delivery under this bill of luding. The Merchant shall informing the provide shall not be under any incurred. The Carrier in exercising the liberties eshall not be under any

obligation to take any particular measures and shall not be liable for any loss, delay or damage howsoever ng from any action or lack of action under this clause

- 11 METHODS AND ROUTE OF TRANSPORTATION

- METHODS AND ROUTE OF TRANSPORTATION The Carrier may at my time and without notice to the Merchant: (a) use any means of transport or storage whatsever; (b) load or carry the Goods on any Vescel whether maned on the front hereof or not; (c) transfer the Goods any Vescel whether a manded on the front hereof or not; (c) transfer the Goods any Vescel whether the Vescel named on the front hereof or by any other means or transport whatsoever and even though trans-shipment of forwarding of the Goods may not have been contemphated or provided for herein; the start of the Goods may not been though trans-shipment of forwarding of the Goods may not have been contemphated or provided for herein; the start of the transmission of the transm (d) at any place unpack and remove Goods which have been stuffed in or on a Container and
- (d) at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner valuascover;
 (e) proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or reusenary or advertised route) and proceed to or stay at any place whatsoever once or more often and in any order;
 (f) load or unload the Goods from any conveyance at any place (whether or not the place is a protout and the front hereof as the intended Port of Loading or intended Port of Dischargers)

- 12 DECK CARGO AND LIVESTOCK (1) Goods of any description whether containerized or not may be stowed on or under deck without notice to the Merchant unless on the front of this bill of lading it is specifically stipulated the Containers or Goods will be carried under deck and such stowage shall not be a deviation of whatsoever nature or degree. If carried on deck, the Carrier shall not be required to note, mark starm the bill of lading earnier of ond on deck, the Carrier shall not be required to note, mark or the bill of lading any statement of such on deck carriage Subject to Clause 13(2) below, such Goods whether carried on deck or under deck hall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the evenesses of the Howns Polae care una bachdion enviolence motion encoders.
- Goods (other than livestock) shall be deemed to be within the definition of Goods (or the purposes of the Hague Rules or any legislation making such rules COGSA or the Hague-Visby Rules compalsonly applicable to this bill of lading. Goods (not being Goods suffect in or on Containers other than open flats or pallets) which are stated on the front of this bill of lading to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried without responsibility on the part of the Carrier for loss of damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall Informify the Carrier against all and any extra cost incurred for any reason whatsoever in connection with carriage of livestock. (2)

14 BOTH-TO-BLAME COLLISION

16 CHARGES

payment for whatever reason

19 PARTIAL INVALIDITY

20 JURISDICTION AND LAW

whatosever in connection with carriage of livestock. **31** BLLVEW for THE GOODS **31** BLLVEW for the Carriage is a commenced the Carrier may: (A) without onlice to the Merchania abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchani Y disposal at any place which the Carrier may: (B) without projudice to the Carriage has commensed by a carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchani Y disposal at any place which the Carrier may deem safe and convenient, whereupon delivery shall be deemed to have been made and the responsibility of the Carriage. (B) without projudice to the Carriage. (B) without projudice to the Carriage. In any event the Carriar's night subsequently to abandon the Carriage under Clause 13(1)(A) above, continue the Carriage. In any event the Carriar's night subsequently to abandon the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or may Person acting to purporing to act as or on behalf of such government or authority. This shall amount to due delivery to the Merchant. (3) Any metion berein of partices to be notified of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation thereunder.

- of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation thereunder. (4) If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place If delivery of the Goods or any part thereot is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled and without prejudice to any other rights that he may have against the Merchant without notice to remove from a Container the Goods or that part thereof if Consolidi in or on a Container and to store the Goods or that part thereof as shore, afloat, in the open or un cover at the sole risk and expense of the Merchant and the costs of such storage (if paid or pays by the Carrier or any agent or Sub-Contractor of the Carrier) shall forthwith upon demand be p by the Merchant to the Carrier. Such storage shall constitute due delivery hereunder, and there the liability of the Carrier in respect of the Goods or that part thereof shall cease.

el on which the Goods are carried (the carrying Vessel) comes into collision with any

ect and set

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If the Vessel on which the Goods are carried (the carrying Vessel) comes into collision with any other Vessel or object (the non-carrying Vessel or object) as a result of the negligence of the non-carrying Vessel or object or the owner of, chatterer of or Person responsible for the non-carrying Vessel or object or the owner of, chatterer of or Person responsible for the non-carrying vessel or object or the owner of, chatterer of person in respect of any loss of, or damaget any claim whitsoever of the Merchant undern had or opayable to the Merchant by the non-carrying Vess object or the owner of, chatterer of or Person responsible for the non-carrying vessel or object and off, necoupd or recovered of the Merchant Vesel, object or Person(s) against the Carrier, the carrying Vessel or her owners or chatterers.

Vessel or her owners or charterers. 15 GFREAL AVERAGE (1) The Carrier may declare General Average which shall be adjustable according to the York/Antwey Rules of 1974 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection. (2) Notwithstanding (1) above, the Merchant shall Indemnify the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection. (3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid

Charges shall be deemed fully earned on receipt of the Goods by the Carner and snatu be paus and non-returnable in any event.
 The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweigh, remeasure and revalue the Goods and if the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs insurred by the Carrier in establishing the correct particulars.
 Obspite the acceptance by the Carrier of instructions to collect freight, charges or other expenses from any other preson in respect of the transport under this bill of a ding, the Merchant shall remain responsible for such monies on receipt of evidence of demand and the absence of extension.

ier shall have a lien on Goods and any documents relating thereto for all sums whatsoever y time to the Carrier under this contract and for General Average contributions to

The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsee due at any time to the Carrier under this contract and for General Average contributions to whomsoever due. The Carrier shall also have a lien against the Merchant on the Goods and any obcuments relating thereto for all sums due from the Merchant to the Carrier under any other contract. The Carrier may exercise his lien at any time and at any place in his sole discretion, whether the contractual Carriage is completed or not. In any event any line shall (a) survive the delivery of the Goods and (b) extends to cover the cost of recovering any sums due and for that upprose the Carrier shall have the right to self the Goods and documents by public auction or pri treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

16 VARATION OF THE CONTRACT IN oservant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier to waive or vary.

DESCRIPTION INVALIDITY If any provision in this bill of lading is held to be invalid or unenforceable by any Court or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall no be affected thereby and this bill of lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

20 JURSDUCTION AND LAW Whenever US CoGSA applies, whether by virtue of Carriage of the Goods to or from the Unite States of America or otherwise, or losses accur during inland Carriage within the United States America, this bill of lading is to be governed by United States kaw and the United States Federal Court of the Southern District of New York is to have exclusive jurisdiction to hear all disputes

Court of the soundern bisinet of New York is to have exclusive jurisdiction to hear an unspine hereunder. In all other cases, this bill of lading shall be governed by and construed in accordan with [English] law and all disputes arising hereunder shall be determined by the English High Court of Justice in London to the exclusion of the courts of any other country.