

## Bill of Lading for Ocean or Combined Transport ORIGINAL

IN WITNESS WHEREOF Carrier by its agents has signed three (3) original Bills of

(1) SHIPPER		(4) DOCUMENT NUMBER	(5) BILL OF LADING NUMBER			
			(6) REFERENCE NOS:			
(2) CONSIGNEE(not negotiable unless consigned "to order" or "to order of" a named person or "to order of bearer")			(7) FORWARDING AGENT (name and address, references, FMC No. (if applicable))			
(3) NOTIFY PARTY (see Clause 20; no liability shall attach to Carrier or his Agent for failure to notify - see Clause 21)			(8) FOR DELIVERY OF THE GOODS APPLY TO:			
(9) VESSEL / VOYAGE			(10) PLACE OF RECEIPT (for Com	bined Transport only)		
(11) PORT OF LOADING	(12) PORT OF DI	SCHARGE	(13) PLACE OF DELIVERY (for Co	ombined Transport only)		
	BELOW PARTICULARS	FURNISHED BY SHIPPER	- CARRIER NOT RESPONSIBLE (se	e Clause 9)		
(14) MKS. & NOS. CTR & SEAL NO.	(15) NOS. OF PAC	KAGES	(16) DESCRIPTION OF PACKAGES AND GOODS	(17) GROSS WEIGHT (18) MEASURE.		
			Consol F	Ref:		
Total Packages:						
SHIPPED ON BOARD (19) CARRIER'S RECEIPT: To	otal number of containers of	or packages received by				
(20) FREIGHT CHARGES PAYABLE AT:			checking, in apparent good order an	s far as ascertained by reasonable means of d condition unless otherwise herein stated, ainers or Packages indicated in the box		
(21)FREIGHT	(22) PREPAID	(23) COLLECT	1 1	arriage from the Port of Loading (or the e) to the Port of Discharge (or the Place of		
DETAILS,CHARGES,ETC.			rights, defenses, provisions, condition hereof (INCLUDING ALL THOSE TER	carriage being always subject to the terms, ons, exceptions, limitations, and liberties MS AND CONDITIONS ON THE REVERSE CABLE TARIFF). Merchant is obliged to		
			Carrier accepts a duty of reasonable which Merchant surrenders as a bill complies with this duty, it will be entreasonably believes to be a genuine discharging Carrier's delivery obliga	, duly endorsed, in exchange for the Goods. care to check that any such document of lading is genuine and original. If Carrier titled to deliver the Goods against what it and original bill of lading, such delivery tions. In accepting this Bill of Lading, any ontrary notwithstanding, Merchant agrees to		
			be bound by all terms and condition	s stated herein whether written, printed, or reverse side hereof, as fully as if they		

			(24) DECLARED CARGO VALUE	(25) NUMBER OF ORIGINAL Bs/L		
TOTAL CHARGES			(26) PLACE AND DATE OF ISSUE OF B/L			
			(27) SIGNED AND ISSUED AS AGENT FOR AND ON BEHALF OF LOTUS LINES LIMITED AS CARRIER BY:			
·	·			_		

## Lotus Lines Limited - Bill of Lading Terms & Conditions

Lotus Lines Limited – Bill of Lading Terms & Conditions									
LAW AND JURISDICTION Any claim or disjuste actions under this Bill of Lading shall be governed by and construed exclusively in accordance with the law of froncy force.  Merchant agrees that any claim against Carrier under this Bill of Lading or otherwise arising from the Carriage or in relation to the Goods shall be brought in the Courts of hosp force; to which jurisdiction fetherath neetly invescules yearboard. Merchant agrees that is shall not institute legal proceedings in any other courts and shall indemnify Carrier for all legal cooks and operation incurred by Carrier to sall require and the court of the Carriage of the Carrier of the Car	7.4	coinsent, Neicharth has (i) declared the value of the Goods prior to commencement of the Carriage, (ii) sipulated sub- cidented value on the need, and (iii) adsub-additional devises are required to the control of the declared value will be substituted for Carrier's limits of liability laid down elsewhere in this Bill of Lading and any partial loss or damage shall be adjusted for caller the basis of such declared value. Delay, Consequential Loss  Claim for down of Lading and the Carrier's limits of liability laid of the control of the Carrier down of the control that the third the Goods or any documents relating thereto shall arrive or be available at any point or	16. 16.1	shall indemnify Carrier against all and any extra cost incurred for any reason whatsoever in connection with Carriage of such Goods or bestback.  The CALL CALL CALL CALL CALL CALL CALL CAL					
percentages of a registery to a right processing by Custon and you be in like paradictions also in the percentage of the CEFINTIONS.  In this Bill of Lading, unless the context otherwise requires:  Charriage' means the whole or any part of the operations and services of whatsoever nature undertaken or performed by or on behalf of Carriar's (as private carriary) in relation to the Goods covered by this Bill of Lading.  Charrier' means close Lines: Limited Intelligent and Loss Lines, 2"Theory, CES Ports, 94 (An time Ports, 14), though the control of the Carrier's con		to meet any requirement of Merchant or any market or use of the Goods or any other purposes. Carrier shall under no circumstances watsoever be liable for: any direct or indirect loss caused by delay, or any indirect loss of whatsoever nature and howsoever caused.	(b) (c)	particulars are unknown to and not verified by Cartier and Cartier makes no representation or acknowledgement in respect.  Annual control of the Cartier and Cartier makes no representation or acknowledgement in respect and control.  The Cartier have been surveined and authorizing delivery of all the contents to a single Merchant at a single place.  Of the Cartiere have been surveined authorizing delivery of all the contents to a single Merchant at a single place.  Of the Cartiere five high section of the billion of the cartiere five high section of the high section of the cartiere five high section of the high section of the cartiere five high section of the					
Combined Transport" sizes if either or both of the Place of Receipt and the Place of Delivery are duly indicated in the relevant boxes on the face hereof (providing that the address in the relevant box is not simply the name of a port). 'Onetainer' includes any type of container, trailer, transportable tank, platform, lift van, fats, pallet, skid, and any other articles used to consolidate or transport goods and including any anotilary or associated equipment. 'Freight' includes the freight and otherpase, demurrage, detention costs and the generaes and other monetary obligations,	(b)	Unless notice of loss or damage shall have been given in writing to Carrier or his representative at the Port of Discharge or Place of Delivery before or at the time of removal of the Goods into the outsdoy of the person entitled to delivery thereof under this Bill of Lading or, if the loss or damage is not apparent, within three consecutive days threather, such removal shall constitute due delivery of the Goods hereunder.  Any notation of loss or damage on the receipt or notice made by Merchant shall not be binding on Carrier.	(e) (f)	thereof (including any damaged portion) and bear any shortage in such proportions as Cartier shall in its absolute discretion determine. Delivery of the Goods as a foresal shall accordant but due delivery hermunder; instructions in relation to Cartiage which a Marchant may otherwise be entitled to give must be given by all Merchants of all the contents in the Containes simultanessays and, if is required by Carriet; together with the production of the originals of all bills of lading covering all the contents in the Container; Merchant undertakes to indeminify Carriet on and against any and all liabilities arising from accepting the Goods for					
including (without limitation) duties, taxes and outse payable by Merchant to Carrier in accordance with Carrier's applicable ariffs or this Bill of Lading.  "Goods' means the whole or any part of the cargo received by or for Carrier from Merchant for Carriage under this Bill of Lading and includes any Container, pooking or equipment not supplied by or for Carrier.  "Hague Rules" means the provisions of the International Convention for Unification of Certain Rules releasing to Bills of Lading against a Bitmass to 2th August 1624.  "Hague-Wally Rules" means the Yague Rules as amended by the Protocol signed at Brussels on 22nd February 1688.  Rules and Provisional Rules of Parties and Provisional Rules and Parties and Parties and Parties and Parties Rules and Parties Rules and Parties Rules Rule	7.6 (a) 8. 8.1	Time-bar bit of dishapped of all fielditly vintelooner in respect of the Cooks or this Bit of Lading or the Carriage or Certific Michiganes in medicine medicine (many properties) and control properties and control properties medicine (many properties) and control properties medicine (many properties) and control properties medicine (many properties) and control properties medicine to the control properties and properties a	17. 17.1	Carriage or the basis of the directand special arrangement. MINIORANCES ARPECTANO PERFORMANCE AND ARRANGE AND ARRANGE					
"Indeximing" includes defending, indemnifying and holding harmises, including in respect of legal costs and expenses.  Merchant" includes any person with or is or all nyt lime has been or becomes the behigher; the consigner, the receiver of the Goods, the holder of this Bill of Lading, the Notify Party, any person variing or elittled to the possession of or otherwise having any interest in the Goods or this Bill of Lading, and any person acting no behalf of any such persons adresaid.  Port to Purt Shipment" sinces I fine Carriage is not Combined Transport.  Port to Purt Shipment and a stream of the Combined Transport.  Port to Purt Shipment and the Combined Shipment and Combined Transport.  Port to Purt Shipment and the Shipment and Combined Transport.  Port Shipment and Shipment	(c)	the particulars relating to the Goods set out on the front hereof have been checked by Merchant on receipt of this Bill of Lading, and that such particulars and all other information relating to the Goods or otherwise provided by Merchant for the Carriage are complete, accurate and true; the Goods are lawful goods and contain no contraband or prohibited items; entire the Goods or any party with any interest in the Goods (whether as shipper, consignee or otherwise) are subject	(c) 17.2 18. 18.1	supend the Carriage of the Cooks and store them anknow or affect subject to the terms of this Bill of Lading and (if practicall) are reasonable endeavours to forward them to the Port Olichargue or Place of Delivery, or abradom the Carriage and where reasonably possible place the Cooks or any part hereof at Merchant's disposal at any control of the Carriage and where reasonably possible place the Expensibility of Carrier respect of such Cooks that leaves the Carrier and the Carriage and Administrations, Carrier, in any of the above events shall be entitled to recover or the Carrier and Ferni possibility of Carrier and Any Time and without dotted the Merchant, use any means of transport or storage in any reasonable manner					
"Sub-Contractors" includes owners, Challerers and operators of Vessels, stereotores, terminal operators, forwarders, groupsep, operators, consolidations, cutother brokers, werehousemen, cost at all and it ransport operators, longstone- men, and any independent contractors and sub-contractors of all degrees employed or engaged directly or indirectly by Carrier for or in performance of the Carriage and including the respective officers, employees and agents of such carbon softensial. VIS Carriage means Carriage to, from or through any port of the USA. "US COGSA" means the Carriage of Coods by Sea Act of the United States of America approved on 16 April 1995. "Vessel" includes the vessel(s) named on the front hereof and any substitute seasel, feeder wessel, lighter or other	(g) (h)	without prejudice to Clause 8.10 of the Carriage is a US Carriage, all information relating to the Goods is complete, accurate and the and in all respects in conformity and compliance with cargo declaration requirements of the U.S. Customs Regulations and other related laws, rules and regulations; the Cooks delivered to Carriar are properly packed, prepared, marked, numbered and addressed and are suitable for the Carriage and Merchant shall comply with all applicable laws, regulations, rules, requirements, directions, recommendations, guidelines of customs, port, import, eport and other authorities.  Merchant shall benefity Carrier from and other authorities.	10.1	and by any maximative means, methods and crists, including but not limited to intend carriage by thruck, rail and/or any telesory than a contract process on any Vessel, whicher means of the front themsel or not true front contractive for excist from contractive to another, including translipping or carrying the same on another vessel than that named on the front hemsel or by any telesor or contractive the contractive front to the contractive front the research of the process of the same of the process of the same in any manner whatsoever, proceed at any speed and by any roue in Carrier's discretion (whether or of the research office, customary, advised, or published routing and processed to or star any place whatsoever once or more often and in any order; load or unload the Cootes from any conveyance at any place (whether or not the place) as port named on the front heerd 26 had 10 feet and 10					
watercard used in the performance of the Carriage, whether owned or chartered or operated or controlled by Carrier or any Sub-Contractor or any other permitted or any other permitted or any other permitted or any other permitted or so that the contract is classified, and the contract is classified with more than one package or unit, the packages or other shipping units enumerated on the face of this Bill of Lading as packed in such Container and entered in the tox on the face hereof entitled in the contraction of the con	9. 9.1 9.2	obligations, undertakings, representations and warranties contained in this Bill of Lading. DESCRIPTION OF GOODS This Bill of Lading shall be prima facie evidence of the receipt by Carrier from Merchant in apparent good order and condition, except as otherwise noted, of the total number of Containers or other Packages or Units indicated on the front hereof as "CARRIER'S RECEPT. Total number of containers or packages received by Carrier's. Save as provided in Clause 91, Carrier makes no representation or advonvidegment and assumes no responsibility.	18.2	or recommendations given by any poverment, authority, or any person or body adring or purporting to act as or on behalf of such poverment or authority, or having under the terms of the numerous on the conveyance enotypoint by Carrier. He right to give orders or directions, permit the Vessel to proceed with or without ploits, save or attempt to seval live or propriet, and suit readingtional strainments, make intelling, por prepair vanish the thins, that is the last crobus, emables of osternbank any persons to two or be towed, or to be divolocided, permit the Vessel to carry livestock. Goods of all kinds, dangerous or otherwise, contrabank apoptosies, municipate or writtles droves, and all amend or unament.  These liberates may be invoked by Carrier (without ordice) to Merchant), either with or without the Goods on board, for any purposes withstoewer, whether or not connected with the Carriage of the Goods. Any activating from					
otherwise.  **Unit' has the same meaning as Package, save that in relation to US COGSA the term shall mean customary freight unit.  **NETERPRETATION AND GENERAL.**  All the persons within the definition of Merchant shall be jointly and severally liable to Carrier, its agents, servants and Sub-Contractors (together "covenantees") for all representations, warranties, undertakings, agreements, obligations, inabilities, and indemnites (together "covenants") expressed or implied to be made, year or assumed by Merchant in this Bill of Lading as if the covenants were expressly made, given or assumed by Merchant to each of the covenants were expressly made, given or assumed by the covenant of the covenants were expressly made, given or assumed by Merchant to the advanced of Carrier.**	9.3	Any information on the front hereof relating to any invoice, export or import license, documentary credit, order, contract,	18.3	such activities shall not be deemed a deviation of what booker nature or degree.  Wheless otherwise agend in writing by Cartin, once the Goods have been received by Carrier for Carriage, Merchant shall in no circumstances (i) impease, delay, suspend, stop or otherwise interfers with Carrier's interded manner of performance of the Carriage or the exercise by Carrier of the libertee conferred by this Bill of Lading, or (i) instruct or require delivery of the Coods at a place or point other than the Port of Discharge or Place of the Coods and a place or point other than the Port of Discharge or Place of the Coods and a place or point other than the Port of Discharge or Place of the Coods and a place or point other than the Port of Discharge or Place of the Coods and a place or point other than the Port of Discharge or Place of the Coods and the Coods are of the Coods and the Coods and the Coods are of the Coods and the					
or the other covamantees. In the other covamantees in the other covamantees in the event that any provisions herein contained are inconsistent with any compulsorily applicable law in any individual case, those provisions, to the extent of such inconsistency, shall be null and void, but the remaining provision of this Bill or Lang has the remain valid and enforcable, and the validate denforcable law for the consistency and extended the contraction of any of its rights and defended on an increase of any of its liabilities under such computerly applicable law. Subject to contract you computerly applicable law.	10. 10.1	representation that such conditions of rust, coldation or the like did not exist on recept, Where an "On Board Perdosements' manuform on the front heroff means that the Goods are loaded either on board (i) the Vessel, or (ii) ral cate, tunks' province, feeder ships, targete or other means of transportation, and are in the outsidy of an CONTAINETS OF CONTAINETS Carrier Containers Carrier Containers Contrained to the consolidated by Carrier in or on Containers and Goods may be consolidated with other goods. Except	(4)	Without graphice to Carrier's other rights and defences, in the event that (i) Merchant falls to base delinery of the Goods within 30 days from the first date the Goods are available for collection pursant for Clause 202, (ii) Currier reasonably considers that there is any breach by Merchant of any of Merchant's warranties or undertakings contained herein including without limitation from in Clauses 12, 13, 14, or (ii) in the sole deprion of Carrier, the Goods are likely to deteriorate, decay, or become worthless or cause any danged to the Vessel or cother goods or property or any person or incur charges, or the Goods cannot sally or property for earlier of or carrier further at all or without inclining additional expenses, then Carrier may Dut without colligation) at any time (in its sole discretion and without saliality and notice to Merchant or requiring any Court order).					
limit the liability of Carrier, its sevents, agents or Sub-Contractors shall be operative and effective notwithstanding (i) any act or omission (whether negligent, deliberate or otherwise) of Carrier, its sevents, agents or Sub-Contractors, or (ii) the circumstances or cause of shall not any loss or damage (to which such provisions relate) be unexplained, or (iii) any other matters or causes withstored Carrier shall have any suthority to waiter or very any report in this Bill of Lading, unless such waiter or versions in septentially authorities of inviting by a director or other authorised officers of Carrier or versions in septentially authorities of the contraction of	10.2	otherwise agreed by Carrier in writing, Carrier is not obliged to provide any Container of a particular type or quality, Any Container related into the care of thereafter for pacinic, unpacing or any other purposes shall be deemed to be in sound condition saturated for Merchant's purpose unless objection is given to Carrier forthwith upon recept by Merchant and empty Containers shall be deemed with their instincts supportly burden and empty Containers shall be reddered with their instincts properly burden and chance. Until proper in-delivery to shall pay Container shall be reddered with their instincts properly burden and chance. Until proper in-delivery to shall pay Container shall pay Container shall be reddered with their instincts properly burden and chance. Until proper in-delivery to shall pay Container shall pay Container shall be reddered with their instincts properly burden and expenses and shall indemnify Carrier for all labilities aring therefore.	(b) (c) 19.2	self by primate treaty or public auxiliary or definence dispose of or abundon or store the Goods althor or affort, under cover or in the open, at any place at the solid risk and expense of Mechani, and apply any proceeds of sale in reduction of the sums due to Carrier from Mechani under this Bill of Lading; re-en-ship the Goods to the Port Of Loading such other port as Carrier thinks fit; and/or customs clear the Goods at the Port Of Discharge, the Port of Loading or such other port to which Carrier ships the Goods. Logor such sale, deposal, abundomment, lange and/or 1-allyman, the Goods shall be deemed duly delivered to Upon such sale, deposal, abundomment, lange and/or 1-allyman, the Goods shall be deemed duly delivered to Carrier in reduction to such sale, delivery and the complete of the such sale delivered to the complete of the complete of the such sale delivered to the complete of the compl					
a full indemnity issued by a first class bank acceptable to Carrier for all and any liability and expenses arising out of the request for substituble bils. Requests to change the name of the consignee in a waybill may only be made by the party named as shipper in the waybild. Carrier will only change the consignee's name at its sole discretion and strictly subject to the hipper making the request providing Carrier with a full indemnity issued by a first class bank acceptable to Carrier for all and any liability and expenses arising of the request for substitute bills. available to it. SUB-CONTRACTING	(a) (b) (c)	whilst in its outsdry or control.  Merchant Packed Container Acknowledgement of receipt by Carrier of a Container not packed by Carrier (a "Merchant Packed Container") is Acknowledgement of the receipt only of that Container and not its contents. Carrier assumes no liability for any loss or damage whatsoever to the contentents of such Container are raining out of: the manner in which the Container has been produced.  (If the Container was not supplied by Carrier) the unsuitability, defective condition or the incorrect settling of temperature controls thereof.	20.1	Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for the information of Carrier, Failure to give such notification shall not subset Carrier on any littley no review Menchant shall be delivery of the Goods (notwhitstanding any loss or damage or any other matter whistovery) with the time and at the global position of the Goods (notwhitstanding any loss or damage or any other matter whistovery) with the time and at the global position of the Goods (notwhitstanding any loss or damage or any other matter whistovery) with the time and at the global position of the Goods (notwhitstanding any loss or damage or any other matter whistovery) with Notify part yearned on the format in recent of the Goods (notwhitstanding and the Goods (notwhitstanding an					
Carrier shall be entitled to sub-contract directly or indirectly on any terms shatcover the whole or any part of the Carriage and/or its obligations and/or dische reservative. Merchant heterly consents to such sub-contracting strangements, and, and the sub-contracting strangements, and supervised the sub-contractions of the supervised supervised sub-contraction bits of lasting or other transport documents, which will confer or have conferred exclusive rights and determines, which will confer or have conferred exclusive rights and determines on hirthy parties in respect of the Goods and/or the Carriage, on claim or demand whatsoeve that he made against any person whomsoever (other than Carriary) and with the Carriage of the C	(e) 10.5	(if the Container was supplied by Carrier) the unsubability, defective condition or incorrect setting of temperature controls hereof which could have been discovered upon reasonable inspection by Merchant at or prior to the time the Container was packed, or the packing in the Container of temperature controlled Goods that see not at the correct temperature for Carriage. Merchant warrants that all Merchant Packed Containers (i) (which are not provided by Carrier) need all 180 and/or other international safety and rain largested for Carriage, (i) have been duly inspected prior to and at the time of packing and have been found to be in good repair and condition suitable for packing the Goods and the Carriage, and (ii) the packing and ealing thereof are proper, safe and suitable for the Carriage and the seal number shall be	20.4	Merchant, Cerrier hands over the Goods into the custody of any government, customs, port or other authority or any other person anding or purposed by set as at or or handle of facult government or authority, such handle-over shall be desemted to be represented by the control of the control					
and Sub-Contractors) which imposes or alterings to impose on any such person or any Vessel owned or operated or controlled by any such person any silicially withstoever in consciously with 60 code or the Carriage or this life of Lading, negligence, first, beach of express or implest warranty or otherwise. If any such claim or demand should nevertheless be made. Mexiciant shall indemnify Carriar against all consequences thereof. Without projudice to the generality of the foregoing, every such person shall have the benefit of all the right and determined of Carrier under or primate in the Bild Cading is if the same were expressly made also for such person's benefit. For	10.6	communicated in writing by Merchant to Carrier.  Delivery of a Mechant in Acad Container (Carrier with its original seal intact shall be deemed to be a full and complete Delivery of a Mechant in Acad Container (Carrier with its original seal intact shall be deemed to be a full and complete.  SOLAS Verified Gross Mass Requirements.  Merchant another marinals in the U.S. on export caugo shall provide Carrier with the total gross mass established using calibrated and certified equipment of each packed Container (FCL) or the total packages of Coots (CCL) carrier pursuant agrees that Carrier or life you have been a packed Container (FCL) or the total packages of Coots (CCL) carrier pursuant grees that Carrier or life you have been a packed methods of the Carrier or	20.6	discharge or a gloce of delivery when the min Re Port of Discharge or Pface of Delivery dentified overlets. Carrier shall act when yet are target or discharge to the revised only as the agent of discharge to the revised only as the agent of discharge to the revised only as the property of discharge to the revised of the property of					
Merchant shall indemnify Carrier against liabilities animy from or in relation to the Carriage or the Coolds or this Bill of Lading insofts are sout liabilities exceed Carrier's lastility insus der this Bill of Lading involves as sout liabilities exceed Carrier's lastility that so the Bill of Lading involves and the	10.8	U.S. terminal, Carrier shall, in accordance with U.S. law, rely on VGM provided by a terminal in the U.S. export ocean trades.  In the event of any non-compliance by Metchant of Clause 10.7 or where Carrier reasonably believes the verified goas mass information provided by or on bealth of Metchant to be inaccurated or incomplete, Carrier may, at its discretion, establish the botal gross mass at Metchant's cost using califiated and certified equipment of each packed Container (FCL) or the total packeds of Goods (ECL) carrier provisions of Clauses 133,0) through 133,0) shall apply, Carrier shall have no responsibility whatsoever for explorations from the Container for for the Container for	(a) (b) 20.8	Carrier shall not be obligated to provide any plant, power or labour which may be required for the loading or unloading at such premises, which what be the responsibility of Merchant all to on ink and expense, and any assistance which Carrier may give on any matters which the responsibility of Merchant shall be given without any any analysis of the contract of the Merchant shall be given without any substitution of the contract of the property and rejury to any persons), all such assistance shall be provided mining with Merchant's risk and expense.  Which is a substitution of the property of the property of the property of the property and rejury to any persons), all such assistance shall be provided mining with Merchant's risk and expense.  Carrier will be described from the property of the circles of the Carrier ps. Risk-clothing without property of the Carrier ps. Risk-clothing without ps. Risk-clothing with ps. Risk-clothing with ps. Risk-clothing with ps. Risk-clothing without ps. R					
any computativity applicable law or international convention making the Haque Rules or Haque-Halby Rules computatively applicable to this Birl Lading, if the Certrage is US Certrage, the US COSSA, and unless Clause 7.3 is applicable, such liability shall in no event exceed USSSOD per Package or, in case or Groots not shipped in Packages, per Unit; or in any other case, any provisions excluding or exempting or reflexing Certain from Isiahily contained in the Haque Rules represent the Cost of th	11. 11.1	Carrier shall not have any liability resulting from any delay, inaccuracy or incomplete verified gross means information provided by or on braid of Neterbals. Mechanish shall before life-rier from and against any and all liabilities resulting from any delay, inaccuracy or incomplete verified gross mass information provided by or on behalf of Merchant on which Cambre relies. INSPECTION COLORS. Inspection colors of the provided by the color of the provided by or measure the contents benefit shall need to despress shall be borre by Merchant. In specified colors are despressed by the color of the provided by the color of the proposal delay from the colors of the provided by the colors of the proposal delay from the colors of the provided by the colors of the proposal delay from the colors of the provided by the colors of the proposal delay from the colors of the provided by the colors of the proposal delay from the proposal delay from the proposal delay from the provided by the colors of the proposal delay from the provided by the colors of the proposal delay from the provided by the provided of the proposal delay from the provided by the provided of the proposal delay from the provided by the provided of the proposal delay from the provided by the provided of the provided by	21. 21.1	charges to the Sub-Contractor or a first garty. Currier will have no liability to Merchant for any losses of vivilationere nature and however serior and consideration and press to grant and consideration and consideration and consideration and consideration of the Contrange. For the exoidance of doubt, Carrier will always be retilized to receive in all the Fergila raprect for the information of the Contrange. For the exoidance of doubt, Carrier will always be retilized pression for the information of the Contrange for with standing its non-completion origing 50.06-Contractor insolvency.  Carrier may design decreased and the contraction of the Contractor of the Contractor insolvency. Carrier may design decreased and the contractor of the Con					
at the intended Port of Discharge. Carrier shall be under no liability whatesover for loss or demage to Goods before lossing or after discharge, however caused, and, in respect of Port is Port Signaries, any services rendered by to or in control of Merchant. On the Control or after discharge shall be selvered, enclosed by claims, any services rendered by claims and only of Merchant. Notwithstanding Clause 5.2, if and to the content that any compulsory applicable law provides for any additional responsibility for those partly of Carriage before loading or after discharge. Carrier shall have the benefit of all rights and Clause 5.10; during those additional partly of Carriage, seven though the market gring rise to Carriar is failably did not Clause 5.10; during those additional partly of Carriage, seven though the market gring rise to Carriar is failably did not	12. 12.1 (a)	Merchant as part of the Freight.  PERISHABLE COORSTEMPERATURE CONTROLLED CARGO Goods of a parishable nature shall be carried in ordinary Containers without special protection, services or other measures unless: otherwise expressly agreed in writing by Carrier before receipt of the Goods, and there is noted on the revenes seld of this Bild I dading that the Goods will be carried in a refrigerated, heated, electrically	21.3	of the operator of that Vessel.  Morbitat shall be indered, in respect of any claims of a Central Average nature reforming to make applied it and Morbitat shall be indered. Central in respect of any claims of a Central Average nature reformed to centre the estimated Central estimated for the contract and applied in a centre range or reformed sufficient to cover the estimated Central estimated central estimated central estimated for the contract and applied and special designed thereon. Such deposit or socially shall, if so required by Carrier, be provided to Centric port to deletion of the Country of the Cooks.  Carrier shall be under no obligation to take any steps withstower to exercise any tien or collect or procure any security for CARRIER'S TARRIER'S REBORT AND CHARGES					
occur at sea.  10 Sea The American Committee of the Commi		Carrier shall not be liable for any loss of or damage to Goods in a special hold or Container arising from latent defects, derangement, breakdown, or stoppage of the refrigeration ventilation or heating machinery, insulation, ship's plant, or other such apparatus of the Vessel or Container, provided that Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the special hold or Container in an efficient state. Merchant underlates not to tender for transportation any Goods which require temperature control without previously	22.1	The provisions of Carrier's applicable Tariffs, which can be found at www.tobs-lines.com, are incorporated herein. Periodus attention is down to the provisions been inertaing for becompset lines and to Colinear and which demurrage. Copies of the Tariffs are obtainable from Carrier upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariffs, Bill of Lading shall provail. Outstillors as to Freight, rates of duty, insurance premiums or other charges or fees given by Carrier are for information only and see subject to charges without notice and shall not under any circumstances be briding upon Carrier. All Freight shall be paid at or within the time stipulated in Carrier's applicable Tariffs and in any event before delivery of the Goods. Payment shall be made in the currency named in this Bill of Lading, or, at the option of Carrier in another					
Port of Discharge (whichever is applicable), to the extent set out below. If he stage of Carriage at which the loss or damage occurred is known or Merchant can prove such stage beyond reasonable doubt, the liability of Carrier shall be determined as follows: If it is established that the loss or damage occurred at or during the stage of the Carriage referred to in Clause 5, then in accordance with the provisions thereof. If it is established that the loss or damage occurred at or during any other stage of the Carriage, then in accordance with any computationly applicable is our international convention (inclination way applicable international convention relating to carriage by any or land which provisions cannot be desirated from by sirvitage contact.		precoded, that the Goods have been properly sufficien in the Container, and that its thermostatic controls have been properly set by Merchant before except of the Goods by Corrier, Merchan's attention is dearn to the fact that refregerated Containers are not designed to fereze down cargo which has not been presented for packing at or bolive with selsignated containers are not designed to fereze down cargo which has not been presented for packing at or bolive with selsignated carrying temperature. Certification is a contained to the control of the cont	22.4	currency specified by Carrier, Interest at the ratio of 12% per annum shall be pupilise on any overdise amount from the when pupiline is due with pupiline III. All costs and expenses incurred by or on bland III Carrier in the renceivery of any money due from Merchant as not like until pupiline III carrier in the renceivery of any money due from Merchant as and the including legal costs, recovery or collection fees and expenses shall be recoverable from Merchant as and within the definition of Merchant shall be jointly and severally likele for all Freight, and other money payable by any Merchant including all advances made by Carrier for carrier own discretion and additional or trent in property on the Cooks if they are refused export or import by any government body or authority or for any reason whatsover.					
international contention the entire give a large or yet in a large yet and in large yet in a lar	13.1	Any single package with a weight exceeding 1,000 kilograms gross weight must be declared in writing by Merchant before terdering to Carrier for Carriage. The weight of each such package must be clearly and durably marked by Merchant on the custolle in letter and figures or total same five (5) certification in height.  Merchant undertakes to comply with all laws and regulations that may be applicable during the Carriage concerning overweight Containers or any other heavy lift cargo.		riegis issuate to destinate with greated or incolour, and section of the date of the section of white lates of the section of the date of the da					

y marked on the outside of the Container or other packaging, in which the Dangerous Goods are to nature and characteristics of such goods so as to comply with any laws or regulations which may be

OOS

"Sir includes any goods which are or may become dangerous, hazardous, inflammable, or injurious tree materials) in nature (whether or not listed in any official or unofficial international or national code 23, which are or may become liable to damage any property or person whatsever or offer poods.

23.1 that it shall not stroke to Carmier for Carmiage any Dangerous Goods unless Merchant has.

or of their nature, lye, man, their and calestaction to Cernier, and orbitained Carmier prior express

(b) (l)

(ii) 6.3 (a) (b)

negligence, unseaworthiness, deviation, or any fundamental breach of contract on the past of Carrier, its officers, (c) employees and/or sub-Contractors.

Cartier shall be entitled to (and noting to the Bill of Lading and Lading Lading and Lading Lading and Lading Lading and Lading Lading Lading and Lading Ladin (c)

(d)

(e)

7.2

Value of Goods
Subject always to Carrier's right to limit liability as contained herein, if Carrier is liable for compensation in respect of loss
Ord dranages to Goods, such compensation shall be calculated by reference to the invoice value of the Goods plus fleight
and insurance if paid. If there is no (or no bons 16e) invoice value of the Goods, such compensation shall be calculated by

submitted to Carrier and the relevant authorities all documents required by any laws which may become applicable during of Carriage. The Carriage of Charles required by Carriage in Service of Carriage. The Carriage is the Carriage of Carriage in Service in Service in Carriage in Service in

Carrier shall be entitled to self (at any time and at any place) at the costs of Merchant the Goods and/or any such other opporty by printed better (or by public sound on or other means, which of piving pior notice or incurring any shally to Merchant and to apply the proceeds of such table (net of appeties) in or loweds the payment of any amount due to Carrier that the (net) sale proceeds do not discharge in this the amount due from Merchant. Carrier's isn shall survive delivery or dement delivery of the Goods.

BORTH-TO-BLANC COLLISION

BORTH-TO-BLANC COLLISION

The shall survive delivery or the control of the co