Sea Lead Shipping

Bill of Lading for Ocean Transport or Multimodal Transport

SHIPPER (NAME AND FULL ADDRESS)		BOOKING NO.	SERVICE	BL No.
		EXPORT REFERENCE	ES	·
CONSIGNEE (NAME AND FULL ADDRESS)				
			, Se	aLead
NOTIFY (NAME AND ADDRESS)		78 Shenton Way #32-00, Singapore 079120 Telephone: +65 6222 1088 PROPOSED ROUTING		
PRECARRIAGE (*)	PLACE OF RECEIPT BY PREC	ARRIER (*) DESTINATION OFF	TICE	-
PORT OF LOADING	VESSEL (vessel/voyage/leg)			
PORT OF DISCHARGE	PLACE OF FINAL DELIVERY F CARRIERS (*)	3Y ON		
		BY SHIPPER - CARRIER NOT		
MARKS AND NUMBERS No. OF PKGS.	JUNIRS. DESCRIPTION O	F PACKAGES AND GOODS	CARGO GROSS WEIG	HT MEASUREMENT
TOTAL NO. OF CONTAINERS OR PACKAGES REC	CEIVED BY THE CARRIER: TOTAL	UNITS:		
The number of containers of packages shown in the		FREIGHT CHARGES	CURRENCY PREI	PAID COLLECT PAYABLE AT
TOTAL No. OF CONTAINERS OR PACKAGES RECEIVED BY THE CARRIER'S box which are said by the shipper to hold or consolidate the goods described in the PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE box, have been received by Sea Lead Shipping Pte. Ltd. from the shipper in apparent good order and condition except as otherwise indicated hereon - weight, measure, marks, numbers, quality, quantity, description, contents and value unknown - for				
Carriage from the Place of Receipt or the Port of loading (whichever is applicable) to the Port of Discharge or the Place of Delivery (whichever is applicable) on the terms and conditions hereof INCLUDING THE TERMS AND CONDITIONS ON THEREVERSE SIDE HEREOF, THE CARRIER'S APPLICABLE TARIFF AND THE TERMS AND CONDITIONS OF THE PRECARRIER AND ONCARRIER AS APPLICABLE IN ACCOR- DANCE WITH THE TERMS AND CONDITIONS ON THE REVERSE SIDE HEREOF. IN WITNESS WHEREOF THREE (3) ORIGINAL BILLS OF LADING (unless otherwise stated		EXCESS VALUE DECLARATION: REFER TO CLAUSE 8(1) + (2) + (3) ON REVERSE SIDE		
below) HAVE BEEN SIGNED ALL OF THE SAME TENOR AND DATE, ONE OF WHICH BEING ACCOMPLISHED THE OTHERS TO STAND VOID.		FREIGHT AS ARRANGED		
Sea Lead Shipping Pte. Ltd. as Carrier Byas Agents only for Carrier		PLACE ISSUED: DATE ISSUED:	NU	MBER OF ORIGINAL B(s)/L:
as Agents Unity IUI Califier				

1. DEFINITIONS "Carriage" means the whole or any part of the carriage, loading, unloading, handling and any and all other services whatoever undertaken by the Carrier in relation to the Goods. "Carrier" means Sea Lead Shipping Pte. Ltd. "Container" includes any container (including an open top container), flat rack, platform, trailer, trans-portable tank, pallet or any other similar article used to consolidate the Goods and any connected equipment.

c. ncludes all charges payable to the Carrier in accordance with the applicable Tariff and this bill

I lading, Soods' means the whole or any part of the cargo and any packaging accepted from the Shipper and cludes any Container not supplied by or on behalf of the Carner. Argue Roles' means the provisions of the International Convention for the Unification of Certain Rules stating to Bills of Lading signed at Brussels on 25th August 1924. Holder' means any Person for the time being in possession of this Bill of Lading or to whom rights of at and/or liability under this Bill of lading have been transferred or vested.

Insues means any resons to use unit denging possession or this Bill of Lading or to whom rights of Watcham? includes the Shipper, Holder, Consignee, Receiver of the Goods, any Penson owning or enti-ited to the possession of the Goods or of this bill of lading and anyone acting on behalf of such Person. The Penson is the second of the Goods of the Goo

Terms and Londitons' means all terms, ngtst, detences, provisions, conditions, exceptions, limita-ions and liberties hereof. US COGSA' means the US Carriage of Goods by Sea Act 1936. Vessal' means any water borne craft used in the Carriage under this bill of lading which may be a eeder vessel or an ocean vessel.

eeder vesser of an ocean vesser. COGWA" means the Carriage of Goods by Water Act 1936 of Canada. Shipping Unit" includes freight unit and the term "unit" as used in the Hague Rules and Hague-Visby

Rules. "Stuffed" includes filled, consolidated, packed, loaded or secured.

2. CARRIER'S TARIFF

tions of the Carrier's applicable Tariff are incorporated herein. Attention is drawn The terms and conditions of the Larner's applicable larner are incorporated memin, extension is users to the terms therein relating to free storage time and to container and vehicle demurage or detention Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier upon request. If the case of inconsistency between this bill of lading and the applicable Tariff, the bill of lading shall prevail.

3. WARRANTY

WARDARY I
 He Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the author o contract on behalf of, the Person owning or entitled to possession of the Goods and this bill of ladi

4. NESOTIABILITY AND TITLE TO THE GOODS (1) This Bill of Lading shall be non-negotiable unless made out 'to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

ster the Goods herein described. This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods erein described. However, proof to the contrary shall not be admissible when this Bill of Lading, been negotiated or transferred for valuable consideration to a third party acting in good faith.

5. SUB CONTRACTING 5.1 The Carrier shall be entitled to sub contract on any terms whatsoever the whole or any part of

suggested of the part of solar forsom the Merchand and (ii) if any such claim and observations of the control of the merchanism of the solar of the

ntained herein (clause 28) shall also be available and shall extend to every such Sub Contractor

ent servent, who shall be entitled to enforce the same against the Merchant.
3 The provisions of clause 5.2(c) including but not limited to the undertaking of the Merchant ntained therein, shall extend to all claims or allegations of whatsoever nature against other Person artering space on the carrying vessel.

A The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made gainst the Carrier by any Person other than in accordance with these Terms and Conditions which against the Larner by any Person other than in accordance with these Terms and Conditions which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof

6. CARRIER'S RESPONSIBILITY: OCEAN TRANSPORT

are the Carriage is Ocean Transport, the Carrier undertakes to perform and/or in his own name are performance of the Carriage from the Port of Loading to the Port of Discharge. The liability 5.1 Where the Carriage is Ocean Transport, the Carrier undertakes to perform and/or in his own name or porcure performance of the Carriage from the Port of Loading to the Fort of Duchage. The Hability of the Carrier for loss of or dumage for the foods occurring between the time of acceptance by the light of the Carrier for loss of or dumage to the Goods occurring between the time of acceptance by the dumage of the Carrier for loss of or dumage to the Goods occurring between the time of acceptance by the dumage of the response to the carrier of bort of Duchage to the Goods, howsover acue, if such loss of damage to the Goods, howsover acue, if such loss or damage to the Goods, howsover acue, if such loss or damage arises before acceptance by the Carrier of cuotody of the Goods or after the Carrier tenders the cargo for delivery. Notwithstanding the above, to the extent any applicable compulsory law provides to the contrary. the Carrier shall have the beeff of every right, defence, immitation and liberty in the Hague Fules samplied by clause 6.1 during such additional computions for an ontainer yard or container freight station at the Port of Loading before loading on the vesel or torn a container yard or container freight station at the Port of Loading before loading on the vesel at the Port of Duchage before delivery to an inland carrier.

7. CARRIER'S RESPONSIBILITY MULTIMODAL TRANSPORT

7. CARNENTS RESPONSIBILITY MULTIMODAL TRANSPORT Where the Carrage is Multimodal Transport, the Carrier undertakes to perform and/or in his own name o procure performance of the Carriage from the Place of Receipt or the Port of Loading, whichever applicable, to the Port of Discharge or the Place of Delevery, whichever is applicable. The Carrier hall have no liability whatsoever for loss or damage to the Good Soccurring before acceptance by the arrier of cutody of the Goods or arter the Carrier tenders the Goods for delever at the applicable oints, and, the Carrier shall be liable for loss or damage occurring during the Carriage only to the tent set out below:

ent set out below: Where the stage of Carriage where loss or damage occurred is not known. The Carrier shall be relieved of liability for any loss or damage where such loss or damage was

, ... control many or energy of natury (of any loss or damage where such loss or damage was used by: an act or omission of the Merchant or Person acting on behalf of the Merchant other than the trirer, his servant, agent or Subcontactor; (compliance with instructions of any Person entitled to give them;)) insufficient or defective condition of packing or marks;)) handling, loading, stowage or unloading of the Goods by the Merchant or any Person acting on schaff;

iair; erent vice of the Goods; ike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general;

Intermediate trace of the Goots:) arrive, lock out, toppage or retraint of labour, from whatever cause, whether partial or general; i) an cuse or event which the Carrier could not avoid and the consequences whereof he could not event by the events of reasonable diligence. The burden of proof that the loss or damage was due to a cause(s) or event(s) specified in clause 7.1 all rest on the Carrier, but if there is any evidence the loss or damage is attributable to one or more due on the carrier, but if there is any evidence the loss or damage is attributable to one or more due on the Carrier, but if there is any evidence the loss or damage is attributable to one or more due on the carrier, but if there is any evidence the loss or damage is attributable to one or more due on the carrier, but if there is any evidence the loss or damage is attributable to one or more and on the carrier, but if there is any evidence the loss or damage is attributable to one or more to one of the carrier, but if there is any evidence the loss or damage is attributable to one or more and the second of the carrier is the second mage occurred is hown netwithstanding anything model for in clause 7.1 and subject to clause 19, the liability of the Carrier in respect of such loss or damage shall be determined:) if the loss or damage is known to have occurred during Carriage by sea for shipments not to or flow the Carrier; or) if the loss or damage is known to have occurred during Carriage by sea, for shipments to or from the condance with the contract of carriage or tartiffs of any inland carrier in whose custody the loss or anage occurred or in accordance with clauses 7.1 and 8.2(a), whichever imposes lesser liability or the Carrier; or waterborney to the inland carrier, by the provisions of US COSO, or condance with the contract of carriage or tartiffs of any inland carrier in whose custody the loss or and provide the contract of carriage or tartiffs of any inland carrier in whose custody the loss or and ecourr

8. COMPENSATION AND LIABILITY PROVISIONS

8. COMPENATION AND LIABILITY PROVISIONS
8.1 Subject always to the Carrier's right to limit liability as provided for herein, if the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the usue of the Goods plus Freight and insurance if paid. The value of the Goods such commercial invoice, customs declaration, any preventing market price (at the place and time they are delivered or should have been delivered), production price or the Goods and Carrier's liability shall in no event exceed O.S SDR per kills of the gross weight of the Goods and Good and the Carrier and the comparise of the Goods and they are delivered or should have been delivered), production price or the Goods and angle respect of which a claim of whichoever nature arises unless clause 2.2(b) apples; is on charmer's liability shall in no event exceed O.S SDR per kills of the Goods and higher comparised in that provide of in this bill of lating may be clause of the Goods and higher compensation than that provide of in this bill of lating may be clause of the Goods and higher of full biblity under the Gords and higher of full biblity inder the Gords and many the clause for the source of the labolity and the reasers, the Shoper declares and the Carrier takes the value of the Goods and higher of full biblity inder the Gords and higher that the cover the market or homology with the consent of the Gords in the fully of fully biblity is the fully of the Gords and higher of full biblity inder the Gords and higher that the cover the Carrier has been stated to the Source program of the source of the Biblity of the Gords and higher of fully biblity is the Gords and higher the G

8.4 Nothing in this bill of laiding shall operate to limit or deprive the Carrier of any statutory protection, defence, exception or limitation of liability authorised by any applicable laws, statutes or regulations of any country. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of any carrying Vessel.

9. GENERAL

9. GENERAL 30. The Carrier does not undertake that the Goods or any documents relating thereto shall arrive or be available at any point or place at any stage during the Carriage or at the Port of Discharge or the Place of Delivery at any particular time or to neet any particular requirements for day locance, permission, sale contract, or credit of the Merchant or any market or use of the Goods and the Carrier shall under no circumstances whatoever and however any time builds for any direct, indirect or organizemutial or damage caused by delay. If the Carrier shauld nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by delay, such liability shall in no event exceed the Groups in consequential loss.

ne reight paid.).2. Save as is otherwise provided herein, the Carrier shall in no circumstances be liable for direct or ndirect or consequential loss or damage arising from any other cause whatsoever or for loss of profits. indirect or consequential loss or damage arising from any other cause what hatover or for loss of porfixs. 9.3 Once the Goods have been received by the Carrier for Carriage the Merchant shall not be entitled to impede, delays, suspend or stop or otherwise interfere with the Carrier's intended manner of performance of the Carriage or the exercise of the liberties conferred by this bill of lading not to instruc-or require delayers of the Goods and bother for or Place selected by the Carrier in the exercise of the liabilities, losses, damage, costs, delays, attorney fees and/or sepnenes: caused to the Carriage carriage of the Goods (ange), stormer (see and/or cargonear caused to the Carrier his Sub Contractors, sensative or any other cargo or to the owner of such cargo during the Carriage arising or restitute (from any impediment, delay, suspension, stoppage or interference whatsoever in the Carriage of the Goods.

).4 These Terms and Conditions shall govern the responsibility of the Carrier in connection with or aris ng out of the supplying of a Container to the Merchant whether before, during or after the Carriage.

ID NOTICE OF LOSS, TIME BAR Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his apents at the Place of Delivery (or Port of Dicknarge if no Place of Delivery is named on the reverse here(f) before or at the time of removal of the Goods or if the loss or damage is not apparent within three days thereafter; such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this bill of lading. In any event, the Carrier shall be discharged from all lability whatever in respect of the Goods nueles suit is brought within one year after their delivery or the date when they should have been delivered.

11. APPLICATION OF TERMS AND CONDITIONS

These Terms and Conditions shall apply in any action against the Carrier for any loss or damage whatso-ever and howsoever occurring [and, without restricting the generality of the foregoing, including delay, take delivery and/or delivery without surreder of this lib of labing] and whether the action be founded in contract, ballment or in fort and even if the loss, damage or delay arose as a result of unseavorthin ess, negligence or Induamental breach of contract.

12. SHIPPER-PACKED CONTAINERS If a Container has not been packed by the Carrier

u = container nas not been packed by the Carrier: 12.1 This bill of lading shall be a receipt only for such a Container; 12.2 The Carrier shall not be failed for loss of or damage to the contents and the Merchant shall in-demnify the Carrier against any injury, loss, damage, liability or expense whatsoever incurred by the Carrier if such loss of or damage to the contents and/or such injury, loss, damage, liability or expense has been caused by any matter beyond his control including, inter alia, without prejudice to the gen-erativ of this exclusion:

ity of this exclusion: the manner in which the Container has been packed; or the unsuitability of the Goods for carriage in Containers; or the unsuitability of defective condition of the Container; or the incorrect setting of any thermostatic, ventilation, or other special controls thereof, provided

hat, if the Container has been supplied by the Carrier, this unsuitability or defective condition could ave been apparent upon reasonable inspection by the Merchant at or prior to the time the Container

have been appared to the mean second being been by the Merchand at or point to the time the Containers and the mean second being the mean second being and the mean second being and the mean second being shipper packed Containers is delivered by the Carrier with any original seal intact, the Carrier shall not be liable for any whortage of Goods accertained at delivery. 12.4 The Shipper shall impact Containers before packing them and the use of Containers shall be prima facile vidence of their being sound and suitable for use.

facie evidence of their being sound and suitable for use. **13. FERSHABLE CARGO 13. Goods**, including Goods of a perishable nature, shall be carried in ordinary Containers without special protection, services or other measures unless there is noted on the reverse side of this bill of lading that the Goods will be carried in a refigrariated, heated, electrically ventilated or other wise specifically equipped Container or are to receive special attention in any vavy. The Merchant undertakes attention without giving written notice of their nature and the required temperature or other setting attention without giving written notice of their nature and the required temperature or other setting with the Carrier any Goods which require red domage to the Goods howcover anismy. **13.** The Merchant should note that refigrerated Containers are not designed (b) to frees down cargo which has to been presented for sutifing at or below is designated carrying temperature and the Carrier shall not be laiken to bruit they carriers, in that humidity is influenced with mark carrier shall not be laiken at being reserved at a higher temperature than that required for the Carriage, nor (b) to montor and control humidity levek, albeit a setting facility exists, in that humidity is influenced by many external factors and the Carrier does not guarantee the maintenance of any intended level of humidity inside any Container. **3.3** The term "supporting do order and condition" when used in this bill of lading with reference to

of humdhy inside any Container. 13.3 The term "apparent good order and condition" when used in this full of lading with reference to goods which require refrigeration, ventilation or other specialised attention does not mean that the Goods, when received, were verified by the Carrier as being at the carrying temperature, humdhy lading 13.4 The Carrier shall not be laided for any loss of or damage to the Goods arising from latent defects, derangement, breakdown, deforsting, stoppage of the enfrigerating, ventilating or any other specialised these, provided that the Carrier shall before and at the beginning of the Carriage exercise due diligence to anish the Container supplied by the Carrier in an efficient state.

14. INSPECTION OF GOODS The Carrier shall be entitled, but under no obligation, to open and/or scan any package or Container at Carrier shall be entitled, but under no obligation, to open and/or scan any package or Container at The Carrier shall be entitled, but under no obligation, to open and/or scan any package or Containers at any time and to inspect the contents. If a appears at any time that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to the Container or the Goods, the Carrier may without notice to the Merchant (but as his agent only) take any measures and/or incur any reasonable additional expense to carry or to continue the Carriage thereod, and/or to sell or dispose of the Goods and/or to abandon the Carriage and/or to store them ashore or alloat, under cover or in the open, at any place, whichever the Carrier in the absolute discretion consider must appropriate, which sale, disposal, abandommet or to Grage shall be deemed to constitute due delivery under this bill of lading. The Merchant shall indeminfy the Carrier in this dause shall not be under any oblightion to take any particular measures and shall not be linker any oblightion to take any particular measures and shall not be linker and the oblighting the any action or lack of action under this clause.

15. DESCRIPTION OF GOODS

15. DESCRIPTION OF GOODS 15.1 This bill of lading shall be prima facie evidence of the receipt by the Carrier in apparent good order and condition, except as otherwise moted, of the total number of Containers or other packages or units and condition, except as otherwise moted, of the total number of Containers or other packages or units 15.2 No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, 15.3 The Shipper and the Carrier that the particular, relating to the Goods as set out on the reverse hereof have been checked by the Shipper on receipt of this bill of lading and that such 15.3. The Shipper also warrants to the Carrier that the particular, relations to EShipper, are adequate and correct. The Shipper also warrants that the Goods and the Case loss, damage or there it legist using any other particulars. If the Shipper are acceles loss, damage or expense 15.4 at my particulars, and any other particulars, relations the Isodox and the case loss, damage or expense 15.4 at my particulars of any other particulars are included at the sole risk of the Merchant and for invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the face of this bill of lading, such particulars reliated at the sole risk of the Merchant and for his decinention of value and in no way increases Carrier's liability under this bill of lading.

16. MERCHANT'S RESPONSIBILITY 16.1 All of the Persons coming within such Person, shall be jointly and set

15. MERCHANT'S RESPONSIBUITY 16.1 All of the Prosons coming within the definition of Merchant in clause 1, including any principal of such Person, shall be jointly and severally lable to the Carrier for the due fulfilment of all obligations 16.2. The Merchant is thall be liable for and shall indemnify the Carrier against all loss, damage, delag, elsewhere in this bill of lables, and the several sever

claration, marking, numbering or addressing of the Goods, and shall indemnify the Carrier in peet thereol. A If Containers supplied by or on behalf of the Carrier are unpacked by or for the Merchant, the erchant is responsible for returning the empty Containers, with interiors clean, odour free and in the me condition as received, to the point or place designated by the Carrier, within the time prescribed. In Earlf, the Merchant shall be liable for any detention, loss or expense incurred as a result thereof. 5 Containers relaxed into the carroi of the Merchant for packing, unpacking or any other purpose autoever are at the sole insk of the Merchant until redelivered to the Carrier. The Merchant shall liablity terminity the Carrier for all loss of addre dramge and/or delay to such Containers, and all liablity imms from third parties or costs or fines resulting from Merchant's use of such Containers. Merchants of delivery of closeds or any part thereof is not taken by the Merchant at the time and place when d where the Carrier is entitled to call upon the Merchant to take delivery thereof the Carrier shall be any part thereof if advors, in the open or under cover at the sole risk and expense of the review.

17. FREIGHT EXPENSES AND FEES

17.1 FREIGHT EXPENSES AND FEES 17.1 Full Freight shall be payable based on particulars furnished by or on behalf of the Shipper's The Carrier may at any time open the Goods or Container(s) and, if the Shipper's particulars are incommon the weighing, measuring or abiling the Goods. 17.2 Full Freight shall be considered completely earned upon receipt of the Goods by the Carrier and shall be paid and non returnable in any event. 17.3 All sums payable to the Carrier are due on demand and shall be paid in full in United States curren-cy or, at the Carrier's option, in its equivalent in the current of the Port of Loading or of Discharge or the Place of Receipt or of Delivery or as specified in the Carrier's raff. 17.4 The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation, additional insurance premium and other contingencies relative to Freight in the applicable Taff. In the event of any discrepancy between Freight (ind. charges relative to Freight in the applicable Taff. In the event of any discrepancy between Freight (ind. charges relative to Freight with the paid without any set off, counter claim, deduction or stay of execution at latest before delivery of the Goods. 17.5 filt Merchant fails to pay the Freight when due he shall be liable also for payment of service fee, interest due on any outstanding and/or overdue sum reasonable attorey fees and expenses incurred in collecting any sums due to the Carrier. Payment of Freight and the deemed payment to the Carrier or anyone other than the Carrier or its authorized agent, shall not be deemed payment to the Carrier and shall be made at the Merchand's sole risk. 17.7 Despite the acceptance by the Carrier of instructions to collect Freight, dudies, fees, demurrage/

detention and costs and expenses from the Shipper or Consignee or any other Person, then, in the absence of evidence of payment (for whatever reason) by such Shipper or Consignee or other Persos when due, the Merchant shall remain responsible for and for the payment of such Freight, duties, fees, femurrage/detention and costs and expenses on receipt of evidence of demand within the meaning

demutragg/otention and uses and expenses and expenses and expenses and expenses of clause 17.3. 17.8 if the Carrier, at its sole discontion, grants creation, and sums payable to the Carrier, the terms and acc. Then soparable credit terms (in cedit terms) are available from the Carrier or his authorised and cs. Then soparable credit terms (in cedit terms) are available from the Carrier or his authorised unless otherwise agreed by the Carrier.

18. LIEN

18. UEN The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and for general average contributions to whomsover due. The Carrier shall also have a line against the Wenchant on the Goods and any document relating thereto for all sums due by the Merchant to the Carrier under any other contract whether or not related to this Carriage The Carrier may exercise his lien at any time and any place in his sole discretion, whether the contrac-tual Carriage is completed or not. In any event any lien shall extend to cover the cost of recovering any sums due and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant. The Carrier's lien shall survive delivery of the Goods.

19. OPTIONAL STOWAGE, DECK CARGO AND LIVESTOCK 19.1 The Goods may be packed by the Carrier in Containers and consolidated with other goods in

19.1 The Goods may be packed by the Carrier in Containers and consolidated with other goods in Containers. 19.2 Goods with the packed in Containers or net, may be Carried on deck or under dock without notice 19.2 Goods with the Carrier Carl and the required to note, mark or stange or the fail of fading any state-ment of such on deck carrings. Even as provided in classes 19.3, such Goods (server) livestool (carried on or under deck and whether or not stated to be carried on deck shall participate in general average and hall be deemed to be within the definition of goods for the purpose of the Hague Rules or US GOSA and shall be carried subject to such Rules or Act, whichever is applicable. 19.3 Goods (not Earrier for loss or damage of whatsever nature or deck are carried without responsibility on the part of the Carrier for loss or damage of whatsever nature or deck are lay areing than the Carriage whether caused by uncearouthness or negligence or any other cause whatsever and neither the the tagge faults and US GOSS (and papi).

20. METHODS AND ROUTES OF CARRIAGE

d without notice to the Merchant:

22. DANGEROUS GOODS

23 NOTIFICATION DISCHARGE AND DELIVERY

24. BOTH TO BLAME COLLISION CLAUSE

26. VARIATION OF THE CONTRACT AND VALIDITY

27. WAR RISK & SACTIONS

28. LAW AND JURISDICTION

20.1 The Carrier may at any time also muses in the second c) unpack and remove the Goods which have been packed into a Container and forward them via

plated or provide an inerview. [6] unpack and remove the Goods which have been packed into a Container and forward them via [6] unpack and remove the Goods which have been packed into a Container and forward them [6] using without plots, proceed via any route, (whether or not the nearest or most direct or customary including the Port of Loading herein provided) once or more often, and in any order in or out of the route or in a contrary direction to or beyond the port of discharge once or more often; (e) load and unload the Goods at any place or port (whether or not any such port or place; (f) comply with any orders or recommendations given by any government or authority or any Person to body acting purporting to act as or on behalf of such government or authority or any Reson the insurance on any conveyance employed by the Carrier the right to give orders or directions. the terms of the insulance of any conveyance employed by the Carrier for any purpose whatsoever 20.2 The liberties set out in clause 20.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or un-loading other goods, bunkering or embarking or disembarking any person(s), undergoing repairs and/or dipotching, towing or being towed, assisting other vessels, making that they and adjusting instruments. Anything done or not done in accordance with clause 20.0 any delay arising therefrom shall be deemed to be within the contractul Carriage and shall not be a deviation.

deemed to be within the contractual Carriage and shall not be a deviation. 21. MATERS AFFECTING PERFORMANCE If at any time Carriage is or is likely to be affected by any hindrance, risk, danger, delay, difficulty or disadvantage of whatsoever kind and howsoever arising which cannot be avoided by the exercise of reasonable endeavours, (even though the circumstances giving risk to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this contract was entered into or the Goods were received for Carriage in the Carrier may at his side divection and which notice to the Merchant and (a) Carry the Goods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, by an alternative route to that indicated in this bill of loading or that which is usual for Goods consigned to than, notwithstanding the provisions of clause 2D hereoric, be shall be entitled to charge such additional Freight as the Carrier may determine; or (b) susped the Carriage of the Goods and stoor them ashore or afloat under these Terms and Condi-tions and endenvour to forward them as soon as possible, but the Carrier makes no representations them, notwithstanding the provisions of clause 2D hereoric, the shall be entitled to charge such additional Freight and costs as the Carrier may determine; or (c) Abandon the Carriage of the Goods and atom term ashall be netited to charge such additional Freight and costs as the Carrier may determine; or (c) Abandon the Carriage of the Goods and convenient, whereupon the responsibility of the Carrier in respect of such Goods Shall Carrie To and provide the sub entitled to tharge such additional Freight and costs as the Carrier may determine; or (c) Abandon the Carriage under Meershant shall pay any additional costs incurred by reason of the abandomment of the Goods. In the Carrier shall event these be entitled to the reguest of the abandomment of the Goods. In the Carrier shall eventhese beside to do the Gaurage of the Carriage under cla

22. DANGEROUS GOODS 22.1 No Goods which are or which may become of a dangerous, noxious, hazardous, flammable, or damaging nature (including radioactive material) or which are or may become liable to damage any Persons or property whatoever, and whether or not to listed in any official or unofficial, international or national code, convention, listing or table shall be tendered to the Carrier for Carriage without previ-ously giving written notice of their nature, character, name, label and classification (f applicable) to the ender the notice of their nature, character, name, label and classification (f applicable) to the state of the notice of their nature, character, name, label and classification (f applicable) to the state of the notice of their nature, character, name, label and classification (f applicable) to the state of the notice of their nature, character, name, label and classification (f applicable) to the state of the notice of their nature, character, name, label and classification (f applicable) to the state of the notice of their nature, character, name, label and classification (f applicable) to the state of the nature of the nature, the nature is the nature of the

ously giving written notice of their nature, character, name, label and classification (if applicable) to the Carrier and obtaining his consent in writing and writhout distinctly marking the Goods and the Container or other covering on the outside so as to indicate the nature and character of any such Goods and so as to comply writh any applicable lower, regulations or requirements. If any such Goods are delevered to the Carrier writhout obtaining his consent and/or such marking, or if in the opinion of the Carrier her Goods are or an liable to become of a dangeroux, noisous, harancable or damaging nature, they may at any time or place be unloaded, destroyed, disposed of, abandoned or rendered of Carriage having regard to their nature and in compliance with all laws, regulations or requirements. 22.3 The Merchant warrants that such Goods are packed in a maner adequate to writhstand the risks 23.3 The Merchant shall indeminy the Carrier against all claims, liabilities, loss, dandrage, delay, costs, atora 2.2 such error on the Merchant and writh the Carrier against and from hereach of any of the warrantes in clauses 2.21 and 2.22 including any steps taken by the Carrier pursuant to clause 2.21 where or not the Merchant was aver of the nature of auto Goods. 22.4 Nothing contained in this clause shall deprive the Carrier of any of his rights provided for elsewhere.

23. NOTIFICATION, DISCHARGE AND DELIVENT
23.1 Any mention in this bill of lading of parties to be notified of the arrival of the Goods is solely for information of the Carrier. Failure to give such notification shall not involve the Carrier in any liability nor neliveve the Merchant of any obligation hereunder.
23.1 The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applic 23.2. The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applic in containers and/or store the Goods abore, allost, in the open or under cover at the sole risk of the Merchant. Such foroge shall constitute due delivery hereunder; and thereupon al liability whatsover of the Carrier in respect of the Goods or that part thereof shall cease and the cost of such storage shall forthwith upon demand be paid by the Merchant to the Carrier.
23.4 If the Carrier is obliged to discharge the Goods into the hands of any customs, port or other stuchrist; such discharge shall constitute due delivery of the Goods to the Merchant tuber this bill of lading.
23.4 If the Goods are unclaimed within a reasonable time or whenever in the Carrier's opinion the Goods are likely to destorate, deay or become worthless, or incur charges whether for storage or ight which here where append the Merchant, without oncies and without any responsibility strabiling to him sell, abandon or otherwise dapose of the Goods at thos levis fix and expense of the Merchant.
23.5 Refersults pithe Merchant to take delivery of the Goods to the and the arrier by the Merchant.
23.6 Additional and yos and partice any loss or damage thereed shall constitue a without any responsibility strabiling to him sell, abandon or otherwise dapose of the Goods at the sole risk and expense of the Merchant.
23.5 Restar by the Merchant to take delivery of the Goods at the carrier by the Merchant.
24.6 Destorate any loss of damage thereed shall constitue a waiver by the Mer

The Both to Blame Collision and New Jason clauses published and/or approved by BIMCO and obtaina-ble from the Carrier or his agent upon request are hereby incorporated herein.

25. GENERAL AVERAGE AND SALVAGE 25.13 General average to be adjusted at any port or place at the Carrier's option and to be settled seconding to the Work Antwern Relass 1994, this covering all Goods carried on or under deck. General average on a Vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that Vessel.
25.2 Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods. The Carrier shall be under no obligation to exercise any lien for general average contribution due to the Merchant.
25.3 Should the Carrier in its own discretion choose to post general average and/or salvage security due from cargo interests or pay general average and/or salvage contributions due from cargo interests, the Merchant hereby assigns to the Carrier all his rights in respect of the general average and/or salvage.
25.4 if a salving his to know core operated by the Carrier, salvage shall be paid for as fully as it he salva salving ship belonged to strangers.

ca. variantum OF THE CONTRACT AND VALIDITY 26:1 No servent or spart of the Carrier shall have the power to waive or vary any Terms and Condi-tions unless such waiver or variation is in writing and is specifically authorized or ratified in writing by the Carrier 26:2 in the event that anything herein contained is inconsistent with any applicable international con-vention or national law, which cannot be departed from by private contract, the provisions hereof shall to the extent of such inconsistency but no further be null and void.

27. WAR RIX & SACTIONS
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27. WAR RIX & SACTIONS
28. Carrie shall not be liable to pay any claim or provide any benefit hereunder to the extent that the provision of such benefit would expose that Carrier to any stanction, prohibition or retriction under UNTED NATIONS RESOLUTIONS OF THE TRADE OR ECONMOIG SANCTIONS, LAW OR REGULATIONS ISSUED BY ANY State. Supra national or international Governmental Organisation. Cargo hisport of the more in transit through war nones and/or excluded zones Stanctioned states will be under the exclusive responsibility of the Merchant and Carrier will not entertain any claim related to such theremost of the cargo and/or the holders of Bills of Lading by reason of the Carriers' compliance with adreementioned stations, may relations and/or restriction.

www.execonstructures and a second and a second and a second ance with English law and all disputes arising hereunder shall be governed by and construed in accordance 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 justice factor of the course of a point of the acrest and and another country. All ternatively and a the Carrier's region of the distribution of the distribution.