Sea Lead Shipping

Sea waybill of loading for port to port or combined transport

SHIPPER (NAME AND FULL ADDRESS)			BOOKING NO.	SERVICE	BL No.
				•	
CONSIGNEE (NAME AND FULL ADDRESS)					
				, S e	aLead
NOTIFY (NAME AND ADDRESS)			78 Shenton Way #32-00, Singapore 079120 Telephone: +65 6222 1088 PROPOSED ROUTING		
PRECARRIAGE (*)	PLACE OF RECEIPT BY PRECA	ARRIER (*)	DESTINATION OFF	ICE	
PORT OF LOADING	VESSEL (vessel/voyage/leg)				
PORT OF DISCHARGE	PLACE OF FINAL DELIVERY B CARRIERS (*)	BY ON			
PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE					
MARKS AND NUMBERS No. OF PKGS. /CNTRS. DESCRIPTION OF PACKAGES AND GOODS CARGO GROSS WEIGHT MEASUREMENT					
TOTAL No. OF CONTAINERS OR PACKAGES RECEIVED BY THE CARRIER: TOTAL UNITS:					
The number of containers of packages shown in the			HARGES	CURRENCY PREPA	AID 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 NOTRESPONSIBLE 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 THEREVERSESIDEHEREOF, 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. INWITNESS WHEREOF THREE (3) ORIGINAL BILLS OF LADING (unless otherwise stated below) HAVE BEEN SIGNED ALL OF THE SAME TENOR AND DATE, ONE OF WHICH BEING ACCOMPLISHED THE OTHERS TO STAND VOID.		EXCESS VALUE DECLARATION: REFER TO CLAUSE 8(1) + (2) + (3) ON REVERSE SIDE FREIGHT AS ARRANGED			
Sea Lead Shipping Pte. Ltd.		PLACE ISS	SUED:		
as Carrier By as Agents only for Carrier		DATE ISS			

Tuerini ITONS

"Carriage" means the whole or any part of the carriage, loading, unloading, handling and any and all other services whatsoever undertaken by the Carrier in relation to the Goods, "Carrier" means see Lead Ship joing Pte. Ltd.

"Container" includes any container (including an open top container), flat rack, platform, trailer, transportable tank, palled or any other similar article used to consolidate the Goods and any connected

nt. includes all charges payable to the Carrier in accordance with the applicable Tariff and this bill

regipt induces all charges payable to the Carrier in accordance with the applicable Tariff and this bill of Iading.

Frieight induces all charges payable to the Carrier in accordance with the applicable Tariff and this bill of Iading.

Goods" means the whole or any part of the carrier, or the Carrier.

Frieight induces any Container not supplied by or on behalf of the Carrier.

Frieight Early means the provisions of the International Convention for the Unification of Certain Rules valued and the Carrier of the State of

s. ffed" includes filled, consolidated, packed, loaded or secured.

2. CARRIER'S TARIFE

2. CARRIER'S TARREY
The terms and conditions of the Carrier's applicable Tariff are incorporated herein. Attention is draw
to the terms therein relating to free storage time and to container and vehicle demurrage or detention
Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier upon request,
the case of inconsistency between this bill of lading and the applicable Tariff, the bill of lading shall prevail

3. WARRANTY

4. NEGOTIABILITY AND TITLE TO THE GOODS

4. NEGOTABLITY 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. (2) This Bill of Lading shall be prima facile evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading, has been negotiade or transferred for valuable consideration to a third party acting in good faith.

5. SUB CONTRACTING

r shall be entitled to sub contract on any terms whatsoever the whole or any part of

I The Carrier shall be entitled to sub contract on any terms whatsoever the whole or any part of e Carria ge.
It is hereby expressly agreed that:
No Sub Contractor, agent or servant shall in any circumstances whatsoever be under any liability hatsoever to the Merchant for any loss, damage or delay of whatsoever kind arising or resulting rectly or inderectly from any act, neglect or default on the Sub Contractor, agent or servants part while ling in the course of or in connection with the Goods or the Carriage of the Goods. The newwest shall be made against any servant, agent, or Sub Contractor of the Carrier which imposes or tempts to impose upon any of them or any vessel owned or chartered by any of them any liability hatsoever in connection with the Goods or the Carriage of the Goods whether or not arising out of gigligence on the part of such Person. The Sub Contractor, agent or servant shall also be entitled

represents the part of south resion. The audiculturation, agent of servant sian also de entired montree the foregoing covenant against the Merchant, and (ii) if any such claim or allegation should have been also also also allegate to the generality of the foregoing provisions of this clause, every exemption, mitation, common and liberty contained herein forther than Art III rule 8 of the Hague Rules) and every eight, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier of to which the currier is entitled hereunder including the right to enforce in any jurisdictor in any jurisdictor in any jurisdictor in any jurisdictor in any jurisdictor.

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

agent or servant, who shall be entitled to enforce the same against the Merchant.

3.3 The provisions of clause 5.2(c) including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons hartering space on the carrying vessel.

3.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carriers by any Person other than in accordance with these Terms and Conditions which with the Carriers by any Person other than in accordance with these Terms and Conditions which the Carriage of the Goods, whether or not arising out of negligence on the part of the Carriage of the Goods, whether or not arising out of negligence on the part of the Carriage of the Goods, whether or not arising out of negligence on the part of the Carriage of the Goods, whether or not arising out of negligence on the part of the Carriage.

5. CARRIER'S RESPONSIBILITY. OCEAN TRANSPORT
5.1 Where the Carriage is Ocean Transport, the Carrier undertakes to perform and/or in his own name
or procure performance of the Carriage from the Port of Loading to the Port of Discharge. The liability
of the Carrier for loss of or damage to the Goods occurring between the time of acceptance by the
order of the Carrier for loss of or damage to the Goods occurring between the time of acceptance by the
order of the Port of Discharge shall be determined in accordance with Articles 1.8 of the Hague
Rules save as is otherwise provided in these Terms and Conditions. These articles of the Hague Rules
hall apply as a matter of contract.
5.2 The Carrier shall have no liability whatoever for any loss or damage to the Goods, howsoever
he Carrier tenders the cargo for delivery. Notwithstanding the above, to the extent any applicable
he Carrier tenders the cargo for delivery. Notwithstanding the above, to the extent any applicable
computory law provides to the contrary, the Carrier shall have the Dertheff of every right, delence,
period of responsibility, notwithstanding that the loss or damage did not occur at sea.
3.3 Where US COSAS applies then the provisions stated in the said Act shall govern during Carriage to
from a container yard or container freight station at the Port of Loading before loading on the vessel
at the Port of Discharge before delivery to an inland carrier.
5.4 If the Carrier is requested by the Merchant to procure Carriage by an inland carrier and the inland
arrier in his discortion agrees to do so, such Carriage shall be procured by the Carrier as agent only
to the Merchant and Carrier shall have no liability for such carriage or the acts or omissions of such halled carrier.

7. CARRIER'S RESPONSIBILITY MULTIMODAL TRANSPORT

7. CARRIETS RESPONSEITIF MULTIMODAL TRANSPORT
Where the Carriage 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
a spilicable, to the Port of Discharge or the Place of Delivery, whichever is applicable. The Carrier half law no liability whatsoever for loss or damage to the Goods occurring before acceptance by the
arrier of custody of the Goods or after the Carrier tenders the Goods for delivery at the applicable
oints, and, the Carrier shall be liable for loss or damage occurring during the Carriage only to the
stent set out below.

test 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 used by:

an act or omission of the Merchant or Person acting on behalf of the Merchant other than the

in the command of the merchant of Person acting on behalf of the Merchant other ire; his servant, agent or Subcontractor; compliance with instructions of any Person entitled to give them; insufficient or delective condition of packing or marks; handling, loading, stowage or unloading of the Goods by the Merchant or any Person schaff;

renar), hherent vice of the Goods; strike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general;

i) inherent vice of the Goods;
ii) arrived vice of the Goods;
iii) are under incident;
iii) a nuclear incident;
iii) an under incident;
iiii) an under incident;
iiii) an under event which the Carrier could not avoid and the consequences whereof he could not revent by the exercise of reasonable diligence.

John Europe of proof that the loss or damage was due to a cause(s) or event(s) specified in dause 7.1 all rest on the Carrier, but if there is any evidence the loss or damage is attributable to one or more asso or events, percented in dauses 7.1 (a)(iii), (v) or (v), it shall be presumed that it was so caused. The asso or event specified in dauses 7.1 (a)(iii), (v) or (v), it shall be presumed that it was or caused. The wholly or partly by one or more of these causes or events.

2. Where the stage of Carriage where the loss or damage occurred is known notwithstanding anything rovided for in dause 7.1 and subject to dause 19, the liability of the Carrier in respect of such loss or amage shall be determined:

a) if the loss or damage is known to have occurred during Carriage by sea for shipments not to or from the Unded States of America or waterborne Carriage not in the U.S. by the Hague Rules Articles 1-8. heave articles of the Hague Rules shall apply as a matter of contract, or corriage not in the U.S. in the coordance with the contract of carriage or tariffs of any inland carrier in whose cutoff he loss or damage soccurred or in accordance with clauses 7.1 and 8.2 (a), whichever imposes lesser liability in the Carrier; or the contract of carriage or tariffs of any inland carrier in whose cutoffy the loss or amage occurred or ocntainer freight station at Port of Loading before loading on the carrying vessel at the Port of Discharge before lederly to the inflance freight the loss or damage occurred to Coordance with the contract of carriage or tariffs of any inland carrier in whose cutody the loss or amage occurred to Coordance with the contract of carriage or tariffs of any inland carrier in whose cutody the

8. COMPENSATION AND LIABILITY PROVISIONS

COMPENSATION AND LIABILITY PROVISIONS

1 Subject always to the Carrier's right to limit liability as provided for herein, if the Carrier is liable compensation in respect of loss of or damage to the Goods, such compensation shall be calculated reference to the value of the Goods plus Freight and insurance if paid. The value of the Goods shall determined with reference to the commercial invoice, customs declaration, any prevaiging market tor (at the place and time they are delivered or should have, customs declaration, any prevaiging market tor (at the place and time they are delivered or should have been delivered), production price or the Saven as is provided in clause 7.2.

1) the Carrier's liability shall in no event exceed 0.5 SDR per kilo of the gross weight of the Goods standing to respect of which a claim of whatsoever nature arises unless clause 7.2.

1) for shipments to or from the U.S., the liability of the Carrier and/or Vessel shall not exceed USD 50.0

3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the code and higher compensation than that provided for in this bill of lading may be claimed only when, the theocoment of the Carrier, (i) for multimodal shipments from the U.S., where U.S., inland carriage sight and opting for full liability under the Carrier has no knowledge of the value of the code and higher compensation than that provided for in this bill of lading may be claimed only when, if the Comment of the Carrier has the comment of the Carrier has the state of the Carrier has the state of the Carrier has the state of the Carrier has been stated in the box marked "Declared ulue" on the reverse of this bill of lading and extra freight paid. In that case, the amount of the carrier date shall be substituted for the limits lad down in this bill of lading, Any partial loss or image shall be adjusted pro rata on the basis of such declared value.

8.4 Nothing in this bill of lading 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. GBVERAL
3. 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 meet any particular requirement of any licence, permission, sale contract, or credit of the Merchant or any market or use of the Goods and the Carrier shall under no contract, or credit of the Merchant or any market or use of the Goods and the Carrier shall under no contracts and substocers and however arising be label for any direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct the Frieibit hand the properties loss or damage caused by delay, such lability shall in no event acceed the Frieibit hand.

or indirect or consequential loss or damage caused by delay, such liability shall in no event exceed he regigit paid.

12. Save as a otherwise provided herein, the Carrier shall in no circumstances be liable for direct or molimeter or consequential loss or damage arising from any other cause whatsoever or for loss of profits.

13. Once the Goods have been received by the Carrier for Carriage the Merchant shall not be entitled to impede, delay, supperd or stop or otherwise interfere with the Carrier's intended manner of attract or require delivery of the Goods at other Post or Place than the Post of Discharge or Place of Delivery and on the reverse hereof or such other Post or Place selected by the Carrier in the exercise of the liberties herein, for any reason whatsoever. The Merchant shall indemnify the Carrier against all claims, buildlistles, losses, d'amages, costs, delay, attorney fees and/or expenses caused to the Carrier, this Sub-Contractors, servants or agents or to any other cargo or to the owner of such cargo during the Carriage of the Goods.

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

E OF LOSS, TIME BAR

Iter of loss or damage and the general nature of such loss or damage be given in writing to

ror his agents at the Place of Delivery (or Port of Discharge if no Place of Delivery is named

erse hereof) before or at the time of removal of the Goods or if the loss or damage is not

within three days thereafter, such removal shall be prima facie evidence of the delivery by the

the Goods as described in this bill of Idang, in any event, the Carrier shall be discharged from

whatsover in respect of the Goods unless sut is brought within one year after their delivery

event mit systowich drawe been deliverage.

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 surrender of this Biol Fadingl and whether the action be founded in contract, ballment or in tort and even if the loss, damage or delay arose as a result of unseaworthi-ness, negligence of Indamental Derach of contract.

12. SHIPPER-PACKED CONTAINERS

SHIPPER-PACKED CONTAINES
Container has not been packed by the Carrier:

1 This bill of lading shall be a receipt only for such a Container;

2 The Carrier shall not be liable for loss of or damage to the contents and the Merchant shall innnify the Carrier against any injury, loss, damage, liability or expense whatsoever incurred by the
rier if such loss for dramage to the contents and/or such injury, loss, damage, liability or expense
been caused by any matter beyond his control including, inter alia, without prejudice to the genlity of this exclusion. He container has been packed, or
the manner in which the Container has been packed, or
the unsuitability or defective condition of the Container; or
the incorrect setting of any thermostatic, ventilation, or other special controls thereof, provide
d, if the Container has been supplied by the Carrier, this unsuitability or defective condition could
be been apparent upon reasonable inspection by the Merchant at or prior to the time the Container;
packed.

that, it we consider the property of the Merchant as to provide the state of the packed containers and, if a shipper packed Containers and, if a shipper packed Container is delivered by the Carrier with any original seal intact, the Carrier shall not be liable for any shortage of Goods ascertained at delivery.

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

Take evidence of their being sound and suitable for use.

3. FERISHABE CARGO

3.1 Coods, including Goods of a perishable nature, shall be carried in ordinary Containers without special of the control, genices or other measures unless there is noted on the reverse side of this bill of lading that the Goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specifically equipped Container or are to receive special attention in any way. The Merchant undertakes not to tender for Carriage any Goods which require refrigeration, ventilation or any other specialised attention without giving written notice of their nature and the required temperature or other setting of the thermostatic, ventilation or other special controls. If the above requirements are not complied with, the Carrier shall not be lable for any loss of or damage to the Goods howsover arising.

13.2 The Merchant should note that refrigerated Containers are not designed (1) to freeze down cargo which has not been presented for stuffings at or below its designated carrying temperature and the Carrier shall not be liable for any loss of ordinage not works, 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.

13.3 The term "apparent good order and condition" when used in this bill 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, humidity level or other condition designated by the Merchant.

13.4 The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, derangement, breakdown, defossing, stoppage of the refrigerating, ventilating or any other specialised machinery plant, insulation and/or apparatus of the Container, Vessel, conveyance and any other facilities, provided that the Carrier hall be for any loss of or t

14. NSPECTION OF GOODS

The Carrier shall be entitled, but under no obligation, to open and/or scan any package or Container at any time and to inspect the contents. If it appears at any time that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional 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 continue the Carriage thereof, and/or to sell or dispose of the Goods and/or to adapted the Carriage and/or to store them ashore or alloal, under cover or in the open, at any face, which were the Carriage and/or to store them ashore or alloal, under cover or in the open, at any face, which were the Carriage shall be absorbed deciration to disloss most appropriate, which sale, disposal, abandomment or tronge shall be absorbed deciration to disloss most appropriate, which sale, disposal, abandomment or tronge shall be absorbed deciration to disloss and the control of the Carriage shall be absorbed deciration to disloss and the control of the Carriage shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage howsoever arising from 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 noted, of the total number of Containers or other packages or units and condition, except as otherwise noted, 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, description, condition, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

15.3 The Shipper warrants to the Carrier that the particulars 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 particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are lawful goods, and contain no contraband, drugs or other illegal substainers or stowness, and that the Goods will not cause loss, damage or expense or other illegal substainers or stowness, and that the Goods will not cause loss, damage or expense 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 are included at the sole risk of the Merchant agree shown on the face of this bill of lading, such particulars are included at the sole risk of the Merchant agree shown on the face of this bill of lading.

15.4 EMERCHANTY RESERONALITIES.

16. MERCHANT'S RESPONSIBILITY

15. MERCHANT'S RESPONSIBILITY

15.1 All of the Persons coming within the definition of Merchant in clause 1, including any principal of such Person, shall be jointly and severally liable to the Carrier for the due fulfilment of all obligations undertaken by the Merchant in this bill of lading,

15.2 The Merchant shall be liable for and shall indemnify the Carrier against all loss, damage, delay,

15.2 The Merchant shall be liable for and shall indemnify the Carrier against all loss, damage, delay, which was the shall be said of the several strains (from any other cause whatseever in connection with the Goods for which the Carrier is not responsible in soft expossible is not responsible in soft expossible and any all duties, tases, fines, imposts, expenses or losses (including, without prejudice to the generality of the foregoing Freight for any additional Carriage undertaken) incurred or suffered by reason of any failure to so comply, or by reason of any failure to so comply, or by reason of any failure to so comply, or by reason of any failure in sufficient declaration, marking, numbering or addressing of the Goods, and shall indemnify the Carrier in respect thereof.

of sometes by reason is not a control of sometes of the Goods, and shall indemnify the Carrier in declaration, marking, numbering or addressing of the Goods, and shall indemnify the Carrier in 15.4 if Containers supplied by or on behalf of the Carrier are unpacked by or for the Merchant, the Merchant is responsible for returning the empty. Containers, with interiors clean, odour fee and in the same condition as received, to the point or place designated by the Carrier, within the time prescribed in the Tariff, the Merchant shall be liable for any detention, loss or expense incurred as a result thereof. 15.5 Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers, and all faibling the carrier of the carri

17. FREIGHT EXPENSES AND FEES

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17.1 Full Freight shall be payable based on particulars furnished by or on behalf of the Shipper.
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17.1 Full Freight shall be payable based on particulars furnished by the Shipper's particulars are incorrect the Merchant and the Goods shall be liable for the correct Freight and any expenses incurred in examining, weighting, measuring or valuing the Code 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 currency or, at the Carrier's option, in its equivalent in the currency of the Pot of Loading or of Discharge or the Place of Receipt or of Delivery or as specified in the Carrier's Ingriff urrency in which the Freight 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 Tairff. In the event of any discrepancy between Freight (incl. charges etc.) Items in the bill of Inding and my Carrier involves, the later shall prevail.

17.6 if the Merchant fails to pay the Freight when due he shall be liable also for payment of service Seq. intenset due on any outstanding and/or overdue sum reasonable attorney Sea and expenses incurred in collecting any sums due to the Carrier Payment of Freight and hall be manges to a freight forwarder, broker or anyone other than the Carrier or its authorized agent, shall not be deemed payment to the Carrier or its authorized agent, shall not be deemed payment to the Carrier or any and shall be made at the Merchant's sole risk.

17.7 Despite the acceptance by the Carrier of instructions to collect Freight, duties, Ses, 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 Person when due, the Merchant shall remain responsible for and for the payment of such Freight, duties, fees, demurrage/detention and costs and expenses on receipt of evidence of demand within the meaning

demurrage/detention and costs and expenses on receipt or expense.

17.8 if the Carrier, at its sole discretion, grants credit on any sums payable to the Carrier, the terms and conditions applicable to any credit (credit terms) are available from the Carrier or his authorised agents. The applicable Corelit terms will automatically apply to any granting of credit by the Carrier, 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 whomsower due. The Carrier
shall also have a lien against the Merchant 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, and
the Carrier may exercise his lien at any time and any place in his sole discretion, whether the contracttual 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 aution or 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 consolidates with outer gonous in Containers.

19.2 Goods whether packed in Containers or not, may be carried on deck or under deck without notice to the Merchant. The Carrier shall not be required to note, mark or stamp on the bill of fading any statement of such on deck carriage. Save as provided in clause 19.3, such Goods (except [Nestock) carried on or under deck and whether or not stated to be carried on deck shall participate in general average and shall be deemed to be within the definition of goods for the purpose of the Hague Rules or US COGSA and shall be carried subject to such Rules or Act, whichever is applicable.

19.3 Goods (not being Goods stowed in Containers other than flats or pallets) which are stated herein to be carried on deck and investor, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature or delay arising during the Carriage whether caused by unseaworthiness or negligence or any other cause whatsoever and neither the Hague Rules nor US COGSA shall apply.

20. METHODS AND ROUTES OF CARRIAGE

20. METHODS AND ROUTES OF CARRIAGE

20.1 The Carrier may at any time and without notice to the Merchant:
(a) use any means of transport or storage whatsoever,
(b) transfer the Goods from one conveyance to another including transshipping or carrying the same on a Wessle other than the Vessel named on the reverse hereof or by any other means of transport whatsoever and even though transhipment or forwarding of the Goods may not have been contemplated or provided for herein.
(c) unpack and remove the Goods which have been packed into a Container and forward them via

(c) unpack and remove the Goods which have been packed into a Container and forward them via Container or or divervies; (d) sail without pilots, proceed via any route, (whether or not the nearest or most direct or customary or advertised route) at any speed and proceed to, return to and stay at any port or place whatsoever (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 is named on the re-verse hered as the Port of Loading or Port of Discharge) and store the Goods at any such port or place; (f) comply with any orders or recommendations given by any government or authority or any Person to body acting upporting to act as or on behalf of such government or authority or having under the terms of the insurance on any conveyance employed by the Carrier the right to give orders or directions.

the terms of the insurance on any conveyance employed by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or unbashing other goods, burkering or embashing or disembarking any person(s), undergoing repairs and/or Anything done or not done in accordance with Cause 20.1 or any deletyl arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

cemend to be within the contractual Carriage and shall not be a deviation.

2.1 MATTERS AFFECTING PERFORMANCE
If at any time Garriage 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 rise to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this contract was entered into or the Goods were received for Carriage) the Carrier may at his sole discretion and without notice to the Merchant and whether or not the Carriage is commenced either:

(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 lading or that which is usual for Goods consigned to that Port of Discharge or Place of Delivery, the Carrier elects to invoke the terms of this clause 21(a) then, notwithstanding the provisions of clause 20 hereof, he shall be entitled to charge such additional forms of the Carriage of the Goods and store them ashone or allost under these Terms and Conditions and endeavour to forward them as soon as possible, but the Carrier makes no representations as to the maximum period of suppension. If the Carrier elects to invoke the terms of this clause 21(b) then, notwithstanding the provisions of clause 20 hereof, he shall be entitled to charge such additional Freight and costs as the Carrier may determine; or carrier elects to invoke the terms of this clause 21(b) then, notwithstanding the provisions of clause 20 hereof, he shall be entitled to charge such additional Freight and costs as the Carrier may determine; or carrier elects to invoke the terms of this clause 21(b) then, notwithstanding the provisions of clause 20 hereof, he shall be entitled to charge such additional freight on the Goods received for the Carrier, and the Merchant shall pay any additional costs incurred by reason of the abandonme

22. DANGEROUS GOODS

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 whatsoever, and whether or not so listed in any official or unofficial, international or national code, convention, Isting or table shall be endered to the Carrier for Carriage without previously giving written notice of their nature, character, name, label and dassification (if applicable) to the Carrier and obtaining his consent in writing and without 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 are delivered as to comply with any applicable say, regulation or requirements. If any such Goods are delivered as to comply with any applicable to become of a dangerous, noxious, hazardous, flammable or damaging nature, they may at any time or place be unloaded, destroyed, dispose of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Freight. 22.2 The Merchant warrants that such Goods are posed in a manner adequate to withstand the risks of Carriage having regard to their nature and in compliance with all laws, regulations or requirements which may be applicable to the Carriage.

2.2.3 The Merchant shall indemnify the Carrier against all claims, liabilities, loss, damage, delay, costs, fines and/or expenses arising in consequence of the Carriage of such Goods, and/or arising from breach of any of the warrantee in clauses 22.1 and 22.2 including any steps taken by the Carrier pursuant to clause 22.1 whether or not the Merchant was aware of the nature of such Goods.

2.4 Mortier or the Merchant was aware of the nature of such Goods.

23 NOTIFICATION DISCHARGE AND DELIVERY

23. NOTIFICATION, DISCHARGE AND DELVERY
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 relieve the Merchant of any obligation hereunder.
23.2 The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff. If the Merchant falls to do so, the Carrier may without notice unpack the Goods if packed in containers and/or store the Goods ashore, afloat, in the open or under cover at the sole risk of the Merchant. Such storage shall constitute due delivery herunder, and thereupon all lability whatsoever of the Carrier in respect of the Goods or that part thereof shall case and the cost of such storage shall constitute due delivery of the Goods or that part thereof shall case and the cost of such storage shall constitute due delivery of the Goods to the Merchant under this bill of Idading.

authority, such discharge shall constitute due delivery of the Goods to the Merchant under this bill of lading, 23.4 If the Goods are unclaimed within a mesonable time or wherever in the Carrier's opinion the Goods are likely to deteincate, deep or become worthless, or incur charges whether for storage or otherwise in excess of their value, the Carrier may at his discretion and without prejudice to any other under the many have against the Merchant, without notice and without any responsibility attaching to him sell, abandon or otherwise dispose of the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier by the Merchant. 23.5 Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this clause and/or to mitigate any loss or damage thereto shall constitute a waiver by the Merchant to the Carrier of any claim whatsoever relating to the Goods or the Carriage thereto.

24. BOTH TO BLAME COLLISION CLAUSE

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 SAUMAGE
25.1 General average to be adjusted at any port or place at the Carrier's option and to be settled according to the Pork Antwers Pulses 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 savlage 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 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 ship is sowned or operated by the Carrier, salvage shall be paid for as fully as if the salvasiving ship belonged to strangers.

26. NasHATION OF THE CONTRACT AND VALIDITY 26.1 No servant or agent of the Carrier shall have the power to waive or vary any Terms and Conditions unless such waiver or variation is in writing and is specifically authorized or ratified in writing by the Carrier.
76.2 In the event that anything herein contained is inconsistent with any applicable international convention 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.

to the extent of such inconsistency but no further be null and void.

27. WAR RISK 8. SACTIONS

Carrier 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 sanction, prohibition or restriction under UNIETO NATIONS RESOLUTIONS OF THE TRADE OR ECONOMIC SANCTIONS, LAW OR REGULATIONS SSUED BY ANY State. Supra national or international Governmental Organisation. Cargo shipped to/from or in transit through war nones and/or excluded zones / paractioned states will be under the exclusive responsibility of the Merchant and Carrier will not entertain any dain related to such shippents. The Merchant shall indemnly Carrier against any and all claims whatsoever brought by the owners of the cargo analyor the holder of Bills of Lading by reason of the Carriers' compliance with adrenementored sanctions, prohibitions and/or restrictions.

28. LAW AND JURISDICTION

This bill of lading 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 exclusions of the jurisdiction of the courts of another country. Alternatively and at the Carrier's loop option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant.