Terms and Conditions

RECEIVED by the Carrier in external apparent good order and condition unless otherwise stated the number of containers, packages or other customary freight units to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading either written, printed or stamped or otherwise incorporated by which the Merchant agrees to be bound in accepting this Bill of all daing.

NS means the whole or any part of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods covered by this Bill of

"Carriage" ments the wome or any part of the operations and services unservices us personnel up of the control of the control

"Container" includes any container, trailler, transportable tank, lift van, flat platform palled or any similar article of transport used to consolidate Goods and any connected or accessory equipment, whele or any part of the caze possible by the Machasta net includes any Consister or package or explored propriet or the possible of the Consister of Consi

this Bill of Lading.

The Goods placed by the Merchant in any Container are suitable for transportation in Containers.

The Container if not supplied by or on behalf of the Carrier meets all applicable national or inter

CARRIER'S RESPONSIBILITY

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e costody of such Person performing the Carriage. The liability of the Carries whish Carriage or this Bill of Landing subject to COGSA shall not exceed the limits in Clause (64) beener. MY ITO PCM "Stillage to Door To Stipment, the responsibility of the Carries is limited to the Carries that have been charged to the Society of the Carries is limited to the Carries that of the Carries that in the second and during loading one of the Society of the Carries is limited to the Carries that in the carries of the Carries that the Carries tha

Ir loss, damage or delay to the Goods shall be determined in accordance with Clause 6 (3) thereof.

WH Toward of the Bill of Lading, if the Carriage is Combined Transport the Carrier undertakes to perform or to procure performance of the Carriage and shall only or damage or delay to the Goods occurring from the Place of Receipt, if applicable otherwise the Place of Losding, up until the Place of Delivery, if applicable or damage and shall only or damage and shall only or damage and shall only or delay to the Goods occurring from the Place of Receipt, if applicable otherwise the loss or damage occurred cannot be proved entitled to rely upon all exclusions of Inblintly under the Happe Rolles or Happe Visity Rolles or legislation that would have applied under 6(1)(A) above had the also occurred at sea or, if there was no carriage by sea, under the Happe Rolles or (COGSA) for the Carriage is too or from the United States of America). We the Carrier is not lable in respect of some of the factors carriing the loss or damage or delay to the Cooks, he shall only be lable to the extent that those is false have contributed to the loss or damage.

3) John when the Happe Rolles or any Registron applying such Rules (such as COGSA) or the Happe-Visity Rules is not compulsorily applicable, the Carrier's ceed in any circumstances SOR 6665 per package or shipping unit or SOR 2.00 per kills of the gross weight (whichever is less) of the Goods fort, damaged or contributed to the contribute or a port in the United States of America, USSSOD per package or shipping unit or SOR 2.00 per kills of the despined unit or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the sort shipping unit or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the despined with or SOR 2.00 per kills of the sort shipping unit or SOR 2.00 per kills of the de

Island or, where carriage includes Carriage to, through or from a port in tre united sauses or nominate, to receive the country which provisions. There the stage of Carriage where the loss or change occurred can be proved. The habitity of the Carrier shall be determined by the provisions contained in any international convention or national law of the country which provisions amont be departed from by private contact to the determined of the Merchant; and the Carrier is respect of the particular stage of Carriage where the loss or damage or delay curred and had noticed as evidence thereof any particular documents which must be taken in order to make such international convention or national law is applicable. In on international convention or national law is applicable then, any failable of the Carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be determined by Clause (63)(A) above. The carrier shall be carried until a carrier shall be carried to the sea shall be carried to the shall be carried to the carrier shall be carried to the carrie

of any law computerity applicable. The Carrier shall not be liable for any loss, damage, or delay to Goods during such transportation as provided in Clause 611/61 above.

PROVISIONS

The Computer of the Carrier shall not be computered to the Carrier shall not be the Place of Delivery at the Carrier shall not an intertake that the Goods or any documents relating thereto shall arrive or be available at any point or place during the Carrier shall under no circumstances whatsoever be lable for any direct, indirect or consequential loss, loss of profits or loss of market or loss of market or use of the goods and the Merchant grees that save as provided herein, the Carrier shall under no circumstances whatsoever and however the lable for any direct, indirect or consequential loss, loss of profits or loss of market or loss of the profits of the save that the carrier's shall under no circumstances whatsoever and however causes. White or loss of remote or loss of market or loss of the save in some of the Carrier shall under no circumstances whatsoever and however causes. White or loss of remote or loss of market or loss of the following the profits of the carrier's shall not be entirely or any direct causes that the carrier's shall not be entirely dely or any other carrier's loss of profits or profits of the loss of the save in the label for any such direct, indirect or consequential loss caused by such alleged delay, suppend or stop or otherwise interfere with the Carrier's shanner of performance of the Carriage as the exercise of the liberate scale relations of the carrier shall be carrier shall not be entirely the loss of the loss of the carrier's shanner of performance of the Carriage of the exercise of the liberate contented by the Sill of Lading or to instruct or require delivery of the Goods at a place or point accordance of the Carrier of the Carrier

Nats, etc.

It is ageed that superficial rust, oxidation or any like condition due to moisture, is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of receipt of the Goods.

It is agreed that superficial rust, oxidation or any like condition is not a representation that such conditions of rust condition on the like did not exist on nexept.

White all loss of barries and the condition of the like and the condition is not a representation that such conditions of rust conditions on the like did not exist on nexept.

White all loss of barries and the conditions of the loss of

The shall be discharged of all liability whatever in respect of the Goods unless us it is bought in the proper from and written notice thereof section by the Carrier within countries after delivery of the Goods or if the Goods are not delivered the data when the Goods should have been delivered. Movethistanding the above, when the Hages Rules agare Vollay Rules co GOOSS apply whether by incorporation in this Bill of Lading or by complexity applicable say, the Carrier ball be discharged of all liability whatsoever in extro of the Goods unless such is brought in the proper forum within one year of their delivery or of the date when they should have been delivered.

on By Authorities

on on By Authorities

context of the proper authorities at any point of the Carrise, the Goods or a Container has to be opened in which the Goods are stuffed to be inspected, the Carrise will not for any loss, damage or delay normed either to the Goods, the Carrise or to the carrying vesel as a result of such inspection including the cost of opening, unstuffing, on or repacting, without cost shall be recoverable by the Carrise rhom the Merchant as part of the Charges.

ENSATION AND LIABILITY

Always to the Carrise' right to limit liability as provided for herein, if the Carrise' Islable for compensation in respect of loss of or damage to the Goods, such compensation always to the Carrise' right to limit liability as provided for herein, if the Carrise' Islable for compensation in respect of loss of or damage to the Goods, such compensation and the carrise right to limit liability as provided for herein, if the Carrise' Islable for compensation in respect of loss of or damage to the Goods, such compensation and the carrise right to limit liability as provided for herein, if the Carrise' Islable for compensation in the carrise right to limit liability as provided for herein, if the Carrise is liable liber to employ as the compensation and the carrise right to limit liability as provided for herein, if the Carrise is liable liber to employ as the context of the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried with the Carrise is liable liber to employ as the carried

are delivered or should have been delivered to the Merchant. The value of the Goods shall be fitted according to the current market price, by reference to the normal of the same kind and/or quality.

gue Rules or Happe VstyP Rules or any legislation wanking either of such Rules compulsors! applicable (such as COGSA) to this Bill of Jading apply, the Merchant

Geraries has no knowledge of the value of the Goods and shall not, unless a declared value has been noted in accordance with Clause 7(3) below, be or become liable

changes to or in connection with the Goods in an amount per package or shipping unit in occases of the package or shipping unit in intraction as laid down by such Rules

Where Carriage is to, from or through the buffers Sates of America, and himitation amount of the Carriare or the Vestel according to COGSA is 15.55 500 per package or

where Carriage is 10, from or through the buffers Sates of America, such himitation amount of the Carriare or the Vestel according to COGSA is 10.55 500 per package or

only applicable convention or antional legislation. the limitation amount shall not exceed the amount of SIR 666.67 per package or shipping unit in CSDR 2.00 per kills

given the complete shall be carried to the code of the Codes and the Carrier's liability may be interceased to a higher value only by a

writing of the value of the Society by the Merchant upon delivery to the Carrier of the Goods and the Carrier's liability may be increased to a higher value only by a

writing of the value of the Society by the Merchant upon delivery to the Carrier's finding, if any, shall not exceed the declared value and day partial loss or damage

from the Sidle Old anding in the space provided and, if required by the Carrier's finding, if any, shall not exceed the declared value and day partial loss or damage.

FOR NOR SOCIOS

of any of the Carrier's lability, if any, shall not exceed the declared value and any partial loss or damage.

TION OF GOODS (with grain facie evidence of the receipt by the Carrier in apparent good order and condition save as may be otherwise noted of the total number of packages natiners comprising or in which the Goods have been packed or suffice.

In the comprising or in which the Goods have been packed or suffice.

In the comprising or in which the Goods have been packed or suffice.

In the comprising or white or which the Goods and the Carrier and the Merchant warrants to the Carrier that the Goods and the Carrier and particulars or and particulars of the Goods set out on the Received have the Carrier that the description and particulars or and particulars of the Goods set out on the Received have the Carrier than the Merchant warrants to the Carrier that the description and particulars of the Goods set out on the Received have the Carrier than the Merchant warrants to the Carrier that the description and particulars for the Received have the Carrier than the Merchant warrants to the Carrier that the description and particulars for the Received have the Carrier than the Merchant warrants to the Carrier that the description and particulars for the Received have the Carrier than the Merchant warrants to the Carrier that the description of the Merchant warrants to the Carrier that the Merchant warrants to the Carrier that the description of the Carrier than the Merchant warrants to the Carrier that the Merchant warrants that the Merchant warrants that the Merchant warrants that the

the Carrier or to the Vessel or to any other

MERCHANT'S RESPONSIBILITY

(1) The Merchant shall comply with all

(c) caused by the unsuitability of the Goods for carriage in Centainer as the use the contract part of the Carrier and Fault of the Carrier and Fa

(A) carry the Goods to the Place of Delivery by an atternative route to that intocated in time out a Learning. If the Causes were any termine, or (B) is suspend the Carriage of the Goods and store them ashere or alloss subject to the terms of the Bill of Lading and use reasonable endeavours to forward them the Goods to destinations abland the Carriage of the Goods and whete reasonably possible place the Goods and part of them at the Merchant's disposal at any place which the carries made and convenient, whereupon the repossibility of the Carrier in respect of such Goods shall cease; or (C) without notice to the Merchant, almost the Carrier in the Goods and the Carrier may deen safe and convenient, whereupon the responsibility of the Carrier in sepect of such Goods or any part of them at the Merchant's disposal with the Carrier may deen safe and convenient, whereupon the responsibility of the Carrier in sepect of such Goods and leaves.

(b) without projective to the Carrier's parties subsequently to use an alternative notice under (A) or to append Carriage under (C) at

DECK CARGO (AND LIVESTOCK)
Goods of any description whether stuffed in containers or not may be carried on or under deck at the sole discretion of the Carrier without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree. If carried on deck, the Carrier shall not be obliged to note, mak so stamp on the bill of lading any statement that the Goods shall not be a deviation of whatsoever nature or degree. If carried on deck, the Carrier shall not be obliged to note, mak so stamp on the bill of lading any statement that the Goods staff of the containers of the white in the Goods of the stamp of the set within the defendant of goods for the purposes of the large whele or any legislation making such hallor or the Happer Nature of Cools (not being Goods stuffed in or on Carriades on the State of the State of Stat

delivery of the Cooks carry part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery control of the Carrier is applicable fault, the Carrier is all be entitled without notice to remove from a Container the Goods or that part thereof is stuffed in or a Container and to store the Goods or that part thereof shree, all fault in the open or under cover at the scele is faul excepters of the Merchant. Such tongers all constitute due ellevery hereunder, and thereupon all liability of the Carrier including for miscellevery or non-delivery in respect of the Goods or that part thereof shall case and the costs of the carrier including for miscellevery or non-delivery in respect of the Goods or that part thereof shall case and the costs of the carrier includes the company of the Carrier including for miscellevery or non-delivery in espect of the Goods or that part thereof shall case and the costs of the carrier includes the company of the Carrier includes the cost of the costs o

any proceeds of sale against source of your control of the proceeding of the Blamo Collision and New lason clauses published and/or approved by BIMCO and of