LANSAR FREIGHT SHIPPING CORP

BILL OF LADING

FMC-OTI No. 026346NF FOR PORT-TO-PORT OR COMBINED TRANSPORT							
EXPORTER/SHIPPER		BOOKING NUMBER	BILL OF LADING NUMBER				
			CONSOLIDATION NUMBER	CONTAINER NUI	NINER NUMBER		
			EXPORT REFERENCES	SHIPPER'S REFE	S REFERENCES		
CONSIGNED TO			FORWARDING AGENT				
			POINT (STATE) OF ORIGIN OR FTZ NUMBER				
NOTIFY PARTY/INTERMEDIATE CONSIGNEE			DESTINATION AGENT				
* PRE-CARRIAGE BY	* PLACE OF RECEIPT BY PRE-CARRIER		-				
VESSEL	PORT OF LOADING/EXPORT		LOADING PIER/TERMINAL				
FOREIGN PORT OF UNLOADING	* PLACE OF DELIVERY BY ON-CARRIER		CO-LOADED WITH CONTAINE		ERIZED		
				YES	NO		
CARRIER'S RECEIPT			PARTICULARS FURNISHED BY SHIPPER				
MARKS AND NUMBERS	NO. OF PKGS DESCRIPTIO		N OF PACKAGES AND GOODS		GROSS WEIGHT	MEASUREMENT	
* APPLICABLE ONLY WHEN DOCUMENT USED AS COMBINED TRANSPORT BILL OF LADING			DECLARED VALUE (FOR AD VALOREM PURPOSE ONLY). (REFER TO CLAUSE 26 ON REVERSE HEREOF) IN US\$				
In accepting this bill of lading, any local customs or privileges to the contrary notwithstanding, the shipper, consignee and owner of the goods and the holder of this bill of lading, agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof, as fully as if they were all signed by such shipper, consignee, owner or holder. In witness whereof three (3) bills of lading, all of the tenor and date have been signed, one of which being accomplished, the others to stand void.	DESCRIPTION OF CHAP		GHT AND CHARGES				
BY: LANSAR FREIGHT SHIPPING CORP, As Carrier		TOTAL PREPAID					
DATE		TOTAL COLLECT					

Combined Transport Bill of Lading

1. (Definitions) When used in this Bill of Lading (A) "Ocean Carrier" means the company stated on the front of the bill of lading, which performs the sea carriage of Goods, and the vessel, her owner, and demise charterer, whether any of the preceding parties is acting as ocean carrier, non-vessel operating common carrier, or bailee B) "Inland Carrier" means carriers (other than the Ocean Carrier) by land, water or air, participating im (B) combined transport of the Goods, whether acting as carrier or bailee. (C) "Combined Transport comment transport or the tooods, whether acting as carrier or name. (c) Common (ransport means carriage of the Goods under this Bill of Lading from place of receipt from Merchant to place of delivery to Merchant by the Ocean Carrier plas one or more Inland Carriers. (D) "Fort-to-Port Transportation" means carriage of the Goods under this Bill of Lading other than combined transport. (E) "Merchan" includes the shipper, consigure, consignee, owner, and receiver of the Goods and the holder of this Bill of Lading (P). "Goods" mean the carge described on the file of this Bill of Lading and, if the carge is packed into constaine(s) supplied or furnished by or on behalf of the Merchant, include the container(s) says.

described on the face of this Bill of Lading and, if the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchanr, include the container(s) as well. (G) "Vessel" includes the west named on the face of this Bill of Lading and any ship, craft, lighter, barge or other means of transport that is substituted in whole or in part for that vessel. (II) "Container" includes any containers (including an open top container) flat mck, platform, trailer, transportable tank, pallet or any other device used for transportation of goods. (I) "Laden on Board" or similar words endoored on this Bill of Lading means that the Goods have been housed on board the Vessel or are in the custody of the Ocean Carrier, and in the event of Combined Transport if the originating carrier is an linhal Carrier. 'On Board' means that the Goods have been loaded on board rail carries, and small carrier, or a planck grader means that the Goods have been loaded on board rail carrier, sort, sand any person, firm, corporation or other legal entity which performs services incidental to the carriage of the Goods. (R) "Chind States" or UCS: "means the United States of America." **2.** (Change Paramount) (A) linofir as this Bil of Lading, dated at Braseks, Auguet 25, 1924, as amended (including site) extreme to the states Relating to Bills of Lading, dated at Braseks, Auguet 25, 1924, as amended (including where enacled, the Protocol dated at Braseks, Februry 23, 1984, known as the Volys Rueks), as enaced in the country of shipment. When no such enactement is in force in the country of shipment or is otherwise computionly applicable, the term of the Hagge Rules as marked by (Mexim), (B) (If this Bill of Lading overs Goods mings or from ports of the United States in foreign made, then carriage of state speed at Plato-1135 was an enaced by the Counterin of shipment or is otherwise computionly applicable, the term of the United States in foreign made, then carriage of state post of the Plato-1135 was an enacle was the country of di

P1300-1315 as amended (hereinafter 'U.S. COGSA'), the terms of which shall be incorporated herein. The provisions of U.S. COGSA shall (accept as otherwise specifically provided in this Bill of Lading) govern throughout the time when the Goods are in the custody of the Ocean Carrier and any other water carrier and as otherwise provided in this Bill of Lading. **3.** (Law and Juris diction) Whenever the Carriage of Goods by Sea Act 1936 (COGSA) of the Unied States of America apples, this contract is to be governed by United States Law. In all other cases actions against the Carrier may be instituted only in the country where the Carrier has its principal place of business and shall be decided according to the law of stack-country. **4.** (Limitation of Liability Statutes) Nothing in this Bill of Lading shall operate to limit or deprive the Ocean

Carrier of any statutory protection, exemption from, or limitation of liability authorized by the applicable laws.

4. (Limitation of Labrary statutes) volume in the hard to Lang shard bytain to what depired the Vesin Carrier of any statutes of non-standard status of the labrary and the excited for explaining status to the excited for the explaining status of the explaining status of the explaining status of the excited for explaining status of the excited for the excited for the explaining status of the excited for the e

toward the port of discharge to adjust to compasses and other navigational instruments, make trial trips or tests dry dock, go to repair yards, shift berths, take on fuel or stores, embark or disembark any person, carry dry dock, go to repair yards, shift berths, take on field or stores, enhark or disembark any person, carry contrabad, exployies, munitors, war-like stores and hazardos cargo, sai with or without politos, two v be towed, and save or attempt to save life or property. (D) If the Goods in whole or in part are for any reason not carried on the Vessel may proceed without carrying or loading the Goods in whole or in part, and noice to merchant of such sailing is hereby waived. Ocean Carrier may forward the Goods in whole or in part, and noice to merchant of such sailing is hereby waived. Ocean Carrier may forward the Goods under the terms of this Bill of Lading on the next available shor or at Ocean Carrier's option bary other means of transportation, whether by hard, water or ari. (E) At Ocean Carrier's option any other means of isomed or optented by Ocean Carrier or arrives or departs, or its scheduled to arrive or depart, before or after the Vessel mande by Ocean Carrier or arives or departs, or its scheduled to arrive or depart, before or after the Vessel mande by this Bill of Lading. or arrives or departs, or is scheduled to arrive or depart, before or after the Vessel numbel by this Bill of Lading, (c) Any action taken by the Ocean Carrier under this Arricle 6 shall be deemed to be included within the contractual carriage and such action, or delay resulting therefrom, shall not be considered a deviation. Should the Ocean Carrier be held liable in respect of such actions, the Ocean Carrier shall be entitled to the full Benefit of all privileges, rights, and immunities contained in this Bill of Lading. **7.** (Responsibility) (A) Insofar as this Bill of Lading is used for Port-to-Port Transportation of the Goods, the Ocean Carrier shall not be responsible for boxs of or damage to the Goods caused before loading or after discharge "Loading" shall be deemed to commerce with the hooking on the vessel's tackle, or if not using the vessel's tackle, with the receipt of the Goods on deck or in the bidl of (the Goods are to busk liquid) in the vessel's tackle, we vessel's tackle or moveful for the vessel's deck or massel beyond the vessel's tackle, sets's hermanen time unbooked from the vessel's tackle or moveful for the vessel's deck or massel beyond the vessel's hermanen time.

sees the vessels take to encode the vessels take to assess for does to pressels decore assess for does to assess for does to assess for the Ocean Carrier and each fland Carrier with respect to the Goods table begind the vessels take to assess the does not in the study. Any chain for loss of or damge to the period when the carrier has custody of the Goods, and no carrier, either Ocean or fland, shall be responsible for any loss or damage cased while the Goods are not in its custody. Any chain for loss of or damge to the Goods, including loss or damage or delay was custed. (C) If it is established by the Merchan that the Cocean Carrier is responsible for loss of ordamage to delay was custed. (C) If it is established by the Merchan that the Cocean Carrier is responsible for loss of ordamage to the other stars the loss of damage or delay was custed. (C) If it is established by the Merchan Storge or delay was custed. (C) (a) above, while respect to loss of damage or delay was custed. (C) If it is established by the Merchan Storge or carries is reponsible for loss of ordamage to or inconnection with the Goods, such responsibility, subject to the provisions of this Bill of Lading, shall be to the extent following but not further: (1) With respect to loss of damage or darries by sea or untervays, to the extern prescribed by the applicable Hague Rules as provided in Article 2. (2) Save as indicated (C) (a) above, which respect to loss or damage custed during the hardling, storage or carriage or the construct with the Merchant in respect of such hardling, storage or carriage current in or barechant or responsibility. (b) if the hard made a direct and separate contract with the Merchant in respect of such hardling, storage or carriage provided, however, that if the Ocean Carrier is not authorized under any applicable have, rules or regulations to unleartiak such handling, storage or carriage. If such handling, storage or carriage occurred in or between plots in Earney or where otherwise or the latent Carring et al. (C) a unhooked from the vessel's tackle o removed from the vessel's deck or passed beyond the vessel's permanent pipe

or 7 (B), the Ocean Carrier does not undertake that the Goods shall arrive at the port of discharge or place of delivery at any particular time or in time to meet any particular market or use, and the Ocean Carrier shall not be responsible for any direct or indirect loss or damage that is caused through delay. (1) If this Bill or Lading is used for Ports-PortTansportation, the column indicating final destination on the face of this Bill or Lading is solely for the purpose of the Merchard's reference, and the Ocean Carrier's responsibility for the Goods shall in all cases cease at the time of discharge or the Goods at the port of discharge. 8. (Libertise) (A) In any situation whatower whether or not existing or anticipated before commencement of or during the transport, which in the judgment of the Ocean Carrier (including for the purpose of this Arisk let Master and any person charged with the transport or safekeeping of the Goods has given or is likely to give rais and parts or the order of the Dorare of the Orean Carrier (including for the purpose of this Arisk let any person, the Goods or any property, or has rendered or is likely to render it in any way unsafe, imparcitable, any person, the Goods or any property, or has rendered or is likely to render it in any way unsafe, imparcitable, and person the direct the Dorare Carrier or the Merbut to commerce or coming the transport or and the Merbut to commerce or coming the transport or the transport of the Borner or the commerce or coming the transport of the Sorte between the transport of the Borner or the transport of the Borner or the commerce or coming the transport or and the transport or and the transport or and the transport or the Borner or the commerce or coming the transport of the Borner or the commerce or coming the transport of the Borner or the commerce or coming the transport of the Borner or the commerce or coming the transport of the Borner or the commerce or coming the transport of the Borner or the commerce or coming the transport or the Born to danger, higty, loss, delay, or disadvantage of whatsoever nature to tne vesset, the Ucean Larrer, a venue, any person, the Goods or any property, or has reduced or of is likely to render it in any way unsafe, imparticable, unlawful, or against the interest of the Ocean Carrier or the Merchant to commence or continue the transport or to discharge the Goods at the poort of discharge of the Goods and the poort of hischarge of the Goods and the poort of hischarge of the Goods and the poort of hischarge of the Goods and way at the Ocean Carrier ruly and waishall be trikited to ungack the container(t) or otherwise dispose of the Goods in the ways at the Ocean Carrier ruly and waishal the trik and expense of the Merchant and/or (2) before the Goods are baded on the Vessel, a vehicle, or other means of transport at the place of relatively by the Ocean and Carrier the iss and expense of the Merchant to take delivery of the Goods and, upon his failure to do so, to warehouse on place them at any pile costected by the Ocean Carrier at the risk and expense of the Merchant and/or (2) before the Goods are the risk and expense of the Merchant to take delivery of the Goods and, upon his failure to do so, to warehouse on place them that any place selected by the Ocean Carrier at ther risk and expense of the Merchant and/or (3) if the Goods are at a place awaiting transshipment, shall be entitled to terminate the ransport there and to store them at an place selected by the Ocean Carrier at the risk and expense of the Merchant, and/or (4) if the Goods are tap lace awaiting transshipment, shall be entitled to terminate the many or topics excludely or attempting to enter the port of fadiange and place of necelytery or attempting to enter the port of fadiange port or take the place of delivery or attempting the materials and the relative to the order of a start parts or any port of hading a start the risk and expense of the Merchant who can alter for a start place start, and the Ocean Carrier the the order delixer of the decision

intrageness or side address of the Merchant with the cooks's its signed to mark is small or so only as again the has a true soot is and expense of the Merchant without any liability whatsoerer in respect of such agares. The Merchant shall simbuse the Ocean Carrier's forthwith upon demand for all extra freight cases and expenses incurred for any citoris taken according to subgert(A), including debug or expense to the Vessel and the Ocean Carrier shall have risk and expense of the Merchant without any liability

actions taken according to subpart (A), inclusing deary or expense to the vesset, and use occard actives sum marce a len upon the Goods to that extemt. (C) The situations referred to in subpart (A) above shall include, but shall not be limited to, those caused by the existence or apprecision of war declared or undeclared, hostitiker, risci, vitil commotions, or other disturbance cleasure of, obstacle in, or danger to any port or cand, blockade, prohibition, or restriction on commerce or intaling quantities, sunitary, or other similar regulations or restrictions, restrictions, rate they how the theor to notifie where the posterior or dotte the to troobste whether partial or general and whether or not involving employees of the Ocean Carrier or its Subcontractors, when a plant of general and when to its in moving equipped to the occurate of as sourced on a source of the source

r the carriage or handling of the Goods or the Vessel howsoever given, by any actual or purported Vessel, the right to give such order, direction, regulation, or suggestion. If by reason of and/or in compliance with any such order, direction, regulation, or suggestions, anything is done or is not done the same shall be ned to be included within the contractual carriage and shall not be a deviation

with any such onder, direction, regulation, or suggestions, anything is done or is not done the same shall be deemed to be included within the contractucal carriga and shall not be advatiation. 9. (Description and Particulars of Goob) Any reference on the face of this Bill of Lading to marks, numbers, description, and the structure of the structure in the structure in the structure of the accuracy of any such references and the structure of the structure in the structure in the structure of the accuracy of any such references and the structure of the structure in the structure of the accuracy of any such references and the structure of the structure of the structure of the accuracy of any such references and the structure of the structure of the structure of the structure of the advature of the structure of the structure of the structure of the structure of the advature of the structure of the structure of the structure of the structure of the advature of the structure of structure of the structure of structure of the lowing by the three of coean carrier structure of the the Carrier fragments from any and all claims of the the Coean carrier structure of the the Carrier fragment 10. (Green Carrier Structure) (A) The Merchant assumes full responsibility for and stall informing the Ocean Carrier for Coean Carrier structure (A). The Merchant assumes full responsibility for and stall informing the Ocean Carrier shall for the Merchant (B) The Ocean Carrier stall in the overthe bable for the Merchant, this agents, or common carriers affange is caused or occurs while in the possession

11. (UCan Carrer's Container') (A) Ine Merchant assume stun responsionity for and small moleminy the Ocean Carrier against any loss of a damage to the Ocean Carrier against and was not a damage to the Ocean Carrier against and small students with the loss or damage is caused or occurs while in the possession or control of the Merchant, his agents, or common carriers and any again and the Merchant (B) The Ocean Carrier shall be for, and the Merchant B).

sugged by or on behalf of the Merchant (B) The Ocean Carrier hall in no event the linkle for, and the Merchant schli indexnifty and hold the Ocean Carrier handless from, any dealto for or injuries to greateness, nor loss of or damage to property, caused by the Ocean Carrier's compairs from any dealto for the prostants. In the possession or control of the Merchant, in agents, or common carriers engaged by or no behalf of the Merchant. 12. Container Packed by Merchantj II the sarge necessed by the Ocean or fulned Carrier is in a constance packed by or on behalf of the Merchant (A) this Bill of Lading is prim facility for the accuracy of the description of Container on the face of this Bill of Lading. The condution and particulars of the contens or the description of condition or particules. (B) The Merchant warrates (1) that the sovage of the contents or the description of condition or particules. (B) The Merchant warrates (1) that the sovage of the contents or the description of condition or particules. (B) The Merchant warrates (1) that the conditions and their contents are subable for handling and carring in accodance with the terms on this Bill of Lading, Inching Article 13. In the event of the Merchant's breach of any of these warrates, the Merchant and not the Ocean Carrier shall be repossible for, and the Merchant shall indemute and the other contents of the Merchant shall indemute on obehalf of the Ocean Carrier and the container shall be demued to have been accepted by the Merchant shein is somal assutuble condition for the purpose of the transport contracted for in this Bill of Lading, unless the Merchant is sonice to accuracy, in writing to the Ocean Carrier befores the ransport. (D) If the connainer is delivered after transport by the Ocean Carrier's wide salar before the order shall be dereved to the Id Lading, and the connainer is delivered after transport by the Ocean Carrier's wide salar before the transport. (D) If the connainer is delivered after transport by the Ocean Carrier's wide salar bedin container is delivered after transport by the Ocean or Inland Carrier with seak intact, such delivery shall be deemed to be full and compete performance of the Ocean Carrier's obligation under this Bill of Lading and the Ocean Carrier shall not be liable for any loss of or damage to the container. (E) The Ocean and Inland Carrier shall have the right to open the container and to inspect its contents without notice to the Merchant, at such time and place as the Ocean or Inland Carrier my deem necessary, and all expenses incurred therefrom shall be horne by the Merchant. (F) If any seal of the container is broken by customs or other authorities for inspection of its contents, the Ocean Carrier shall not be liable for any resulting loss, damage or expenses. 13. Opecial Carriage or Containery) (A) The Ocean Carrier does not undertake to carry the Goods in refigerated, heated, insulted, or any other special hold or container, not to carry any special container packed by or on helaft of the Merchant, but the Ocean Carrier will rest such Goods or container only an outlinux protect of the comparison of container on the protection of the merchant, but the Ocean Carrier will rest such Goods or container only an outlinux protect of the comparison or content, but the Ocean Carrier (1) ascilla Tarmonoments for the carriers of such force

container packed by or on hehalf of the Merchant, but the Ocean Carrier will reat such Goods or container only as ordinary goods of ary container, respectively, unless: (1) special arrangements for the carriage of such Goods or container have been agreed to in writing between the Ocean Carrier and the Merchant; (2) such special arrangements are noted on the face of this Bill of Lading; and (3) special frieghts as required has been paid. The Ocean Carrier shall not be responsible for the function of a special container supplied by or on behalf of the Merchant. (B) The Ocean Carrier shall not be lable for any loss of or dumage to Goods in a special hold or container arising from Latent defects, breakdown, or stoppage of the refrigeration or having machinery, insulation, ship's paint, or other such apparatus of the Vesel or conntainer by the Ocean Carrier shall before or at the beginning of the transport exercise due diligence to maintain the special hold or container in an efficient state: (0) If the Goods have been packed into a refrigerated container by the Ocean Carrier shall before or at the beginning or the mapped state of the Vesel or container by the Ocean Carrier shall corrier will or the thermentative corrots, within the memory demonstrate man but holes on unanote the Carrier will or the thermentative corrots, within the memory demonstrate man but holes on unanote the Carrier will or the thermentative corrots, within the memory demonstrate man but holes on unanote the

before or at the beginning of the transport exercise due diligence to maintain the special hold or container in an efficient state. (c) 1f the Goods have been packed into a refrigented container by the Ocean or Inland Carrier, and the particular temperature range requested by the Merchants is inserted in this Bill of Lading, the Ocean Carrier will set the thermostatic controls within the requested temperature range but does not guarantee the maintenance of such temperature inside the container. (D) If the corgan creative days the Ocean or Inland Carrier is an artigenrate container packed by on the half of the Merchant, it is the obligation of the Merchant to stow the contents properly and set the thermostatic controls caucity. The Ocean Carrier shall not be liable for any loss of or damage to the Goods arising out of or resulting from the Merchant's future in such obligation and Ocean Carrier does not guarantee the maintenance of the intendel temperature inside the container. **14**, **(Dangerous Goods, Cortrabund)** (A) The Ocean Carrier defaults to carry Goods of an explosive, inflammable, indiractive, cornosive, damaging, poisonous, or dangerous nature only upon the Ocean Carrier's approval of a write anpolication by the Merchant prior to the carriage of such Goods. Such Application must accurately state the name, nature and classification of the Goods, as well as how they are dangerous and the method or needireng them innocously, together with the full marest and address of the shipper and the consigner. (B) The Merchant shall undertake that the nature and danger of such Goods. Such Goods. Such shall show it all documents or certificates required in connection with such Goods by any applicable statue or regulation of by the Ocean Carrier (1) Whenever the Goods are discovered by the Ocean Carrier's ball so child to the such Goods are discovered by the Ocean on Inland Carrier's without complying with shipperts (A), (B) or (C) above, or the Goods are found to bars such Goods rendered innocasus, thrown overboard, d damage or liability, including loss of freight, and any other expenses directly or indirectly arising out of custody damage or liability, including loss of freight, and any other expenses directly or indirectly arising out of custody or carriage of scale. Moods. (E) The Ocean Carrier may exercise the right conformed upon it under the preceding subpart whenever it is apprehended that Goods received in compliance with subparts (A), (B) and (C) above have become dangenous, even if not dangenous when received by the Ocean or Inhand Carrier. (F) The Ocean Carrier has the right to inspect the contents of any package or container at any time and place without the prior notice to Merchant and at the risk and expense of the Merchant. 15, (Stowage (Inter and on Deck)) (A) Goods in containers, vans, trailers, or chassis may be carried under deck or on deck, and when such Goods are carried on deck the Ocean Carrier shall not be required to specially note mark, or stamp any statement of 'on deck stowage' on the face of the lading, any construction to the contrary notwithstanding. Such on deck carriage shall not be considered a diviation, (B) Goods stowed in poop, forecastle, deck house a block carriage shall not be considered a diviation, (B) Goods stowed in poop, forecastle, deck house a block deck carriage shall not be corrected for a container or a syntame.

notwithstunding. Such on deck carriage shall not be considered a deviation. (B) Goods stowed in poop, forecastle, deck house, shelf edck, passenger space, or any other coveredi-in-space, or stowed in a container wherever placed, shall be deemed to be stowed under deck for all purposes including general average. (C) Lumber, earth moving equipment and all other Goods customarily or reasonably carried on deck may, at Ocean Carrier's option, be carried on deck without further notice to Merchant and without liability to the Ocean Carrier for the risks inherent in or incident to such carriage. Such on deck carriage shall not be considered a deviation. (D) In respect of Goods not in containers and carrier of on deck, and the other bill of Luding to be so carried, all risks of Dess or damage from perils inherent in or incident to the costady or carriage of such Goods shall be borne by the Merchant and in other respects the Ocean Carrier shall have the benefit of the provisions of the applicable, version of the Hague Rules (including U.S. COGSA, notwithstanding Section 1301 (c) thereof) and the terms of this RU of Luding. this Bill of Ladins

this Bill of Lading 16. (Live Animaks and Plants) With respect to the custody and carriage of live animaks and plants, all risks of loss or damage by perils inherent in or incident to such carriage shall be borne by the Merchant, and in all other respects the Ocean Carrier shall have the benefit of the provisions of the applicable version of the Hague Rules (including U.S. COGSA, notwithstanding Section 1301(c)) thereofo and the terms of this Bill of Lading. 17. Valuable Goodb - The Ocean Carrier shall not be liable to any custent for any loss of cardings to to its nonsection with precision metals, stones, or chemicals, jewely, currency, negatible instruments, securities, writings, documents, works of at, curves, hirdrowns, or any other Vanhable pods, including goods having particular value only for the Merchant, unless the true nuture and value of the Goods have been declared in particular value only for the Merchant unless the true nuture and value of the Goods have been declared in the output of the State Stat writing by the Merchant before receipt of the Goods by the Ocean or Inland Carrier, the same is inserted on the

writing by the Merchant before receipt of the Goods by the Ocean or Inland Carrier, the same is insented on the fine of this Bill or Lading and additional feight has been paid as required. **18. (Heavy Lift)** (A) The weight of a single piece or package exceeding 2.240 hs. gross must be declared by the Merchant in writing before receipt by the Ocean or Inland Carrier and must be marked clearly and durably on the outside of the piece or package in letters and figures not less than two incluses high. (B) If the Merchant fails in his obligations under the preceding subject (1) the Ocean Carrier shall not be responsible for any loss of or damage to in connection with the Goods. (2) the Merchant shall be link for the resulting loss of or damage to any person or property, and (3) Merchant shall indemnify the Ocean Carrier against any resulting loss, damage, or linking view the Ocean Carrier. **19. (Delivery by Marke**) (A) The Ocean Carrier shall not be links for failure or deliving delivery in accondance with more, unless such murks, how been learby and thread hyst marked more forced not neces any distance such murks have been learby and thread hyst metal or marked more the Forsking loss of produce such murks have been learby and thread hyst metal the such as the for such hyst schemer shall be marked to the schemer shall be marked to the schemer shall be marked to the forced neces and the schemer shall be marked to the schemer shall be marked to the the forced neces and the schemer shall be marked to the the forced neces and the schemer shall be marked to the schemer shall be marked to the scheme schemer shall be marked to the scheme of the scheme schemer shall be marked to the schemer schemer shall be marked to the schemer schem

liability suffered by the Ocean Carrier.
18) Oclivery by Marks) (A) The Ocean Carrier shall not be liable for failure or delaying delivery in accordance with marks, unless such marks have been clearly and durably stamped or marked upon the Goods, package, or container by the Merchant before they are received by the Ocean or linar dark carrier, in testers and numbers not itses than two incluss high, together with the names of the port of discharge and place of delivery. (B) In no circumstances shall the Ocean Carrier be responsel be for delivery in accordance with other than leading marks. (C) The Merchant theter the type are received by they with all laws and regulations in force at the port of discharge or place of delivery. The Merchant shall indemnity with all laws and regulations in force at the port of discharge or place of delivery. The Merchant shall indemnity with all laws and regulations in force at the port of discharge or place of delivery. The Merchant shall indemnity the Ocean Carrier against all loss, damage or expenses resulting from inaccurery or incompleteness of the marks. (D) Codos that cannot be detirified as to marks or numbers, cargo sweeping liquid residue and any unchinned goods not otherwise accounted for may be allocated for the purpose for completing delivery to the various Merchans of Goods of tile character in proportion to any apparent shortage, loss of weight or damage.
20. Oblivery). (D) The Ocean Carrier shall have the right to deliver the Goods at any time at the Vessels site, reasonshilly, (d) In Coean Carrier shall have the right to deliver the Goods at any time at the Ocean Carrier's responsibility of laws then the Goods have been delivered to the Merchant, Inland Carrier, connecting carrier or any other public authority shall constitute final dischargo of the Goods. The Coean Carrier's negatives being the delivery of the Goods on the custody of eustoms or any other public adulty of the Coean Carrier's and the parthed delivery of the Goods for the Coean Carr Larrers ascretton and upon the Merchant's request in writing to the Ucean Larrer at east 5 aby prort to the solveducid date of arrival the of Vessel at the port of discharge continuers may be unpacked and their contents delivered by the Ocean Carrier in accordance with the written request. In such a case if the seal of the containers is intact at the time of unpacking all the Ocean Carrier's obligations under this Bill of Ladney shall be deemed have been discharged, the Ocean Carrier shall not be responsible for any loss or damage resulting from such delivery and the Merchants shall be liable for an appropriate adjustment of the freight and any additional charge incurred (D) If the Goods have been packed into a container by the Ocean Carrier's shall unpack the cortainer an and and offer the Good and the Coefficient of the and a contained by the Occari carrier stam impacts the container at an deliver its contents and the Ocean Carrier shall not be required to deliver the Goods in the container. At the Ocean Carrier's discretion, and subject to prior arrangement between the Merchatt and the Ocean Carrier the Goods may be delivered to Merchant in the container, at which case if the container's delivered with seals inter-all the Ocean Carrier's obligations under this Bill of Lading shall be deemed to have been discharged, and the

Ocean Carrier shall not be responsible for any loss or damage to the contents of the container. (E) Optional delivery shall be granted only when arranged prior to the time of receipt of the Goods by Ocean Carrier and if expressly stated on the face of this Bill of Lading. The Merchard desiring to avail himself of the option as expressed must give notice in writing to the Ocean Carrier at the first port of call named in the option at less 48 hours prior to the Vessle sarroid lengt, otherwise desiring the available at any of the optional parts at Ocean for the optional parts of the optional parts at Ocean and the option at the option

Towar prior to the Vessel's arrival there, etherwise the Goods shall be landed at any of the optional ports at Ocean Carrier's option, and the Ocean Carrier's responsibility that there cases (P) Ocean Carrier's in the responsible to give notification, in writing or otherwise, ether to Merchant or others, of the arrival, discharge, or disposition of Goods, any catorino or agreement to the contrary notwithustanding, and notwithstanding any notation con the face of this Bill of Lading, concerning notifications or a metify party. 21. (Do Carrings and Forwarding) (A) (Whether annuagh beforehand or not, the Ocean Carrier (B) The Ocean Carrier may under any ciccumstances whatever effective get focods or any part of them at any port or place for means of transport by water, land or air, whether or not owned or operated by the Otean Carrier (B) The Ocean Carrier may under any cincumstances whatever effectively, of they be miscardied, they may not or the part transbillment and store them afloat or ashore and then forward them by any means of transport or place for carrier may under the port of discharge or place of delivery at the Ocean Carrier's captene, but the Ocean Carrier shall note hable for any loss, damage, delay, or dispectivity of args planet (base and and forwardid to their intended port of discharge or place of delivery at the Ocean Carrier's shall be the forward then shally stimum and and expense of the Merchang, and neither the Ocean Carrier on the Vessel shall be determed to the the again to principal of a prior or subsequent carrier's shall not as only the Sound and carge. Corean Carrier of and loss data capture of the Ocean Carrier doument at a time or place prior to that at which the Goods are received by the Ocean Carrier's data loss of indeling within and to the responsible to any loss of or damage to the foods arising from first 20. (First) The Cocean Carrier to and the the Goods are received by the Ocean Carrier's and loss of the to order harding to the test points of the order for any loss of the o

Indextant, and a time with the statistical methods are by state that the state of the the state of the other sharped of the state of th make in fall and in eash without any offset, courser chim, or deduction. Where feright is payable at the port of discharge or place of delivery, such the right and all other charges shall be paid in the currency mused in this Bill of Lading, or, at Ocean Carrier's option, in other currency subject to the regulators of the fright conference concerned, if any, or custom at the place of payreme. (1) Goods once received by the Ocean Carrier can tobe taken away or disposed of by the Merchant except upon the Ocean Carrier's consent and after payment of fall fright and compensition for any loss sustained by the Ocean Carrier favore budy such kafag away or disposel. (5) If the Goods are not available when the Vessel is ready to badd: (1) The Ocean Carrier is relieved of any obligation to load such Goods and the Vessel may leave the port without further noise. (2) Utaks the unvailability arises in the course of combined transport and is caused by the finitum of an Inland Carrier to perform is obligations used rish Bill or Lading, deed fraging has the laging with the Ocean Carrier is other charges by evide on the Goods and (2) all fines, damags and Jusses sustained by the Ocean Carrier is connection with Goods, howsoever caused, including the Merchard's failure to comply with laws and regulations of any public autority in connections with the Goods, or failure to process consults. The ord of Health, or other connection with Goods, howsoever caused, including the Merchards failure to comply with laws and regulatorss of any public autority in connections with the Goods, or failure to procure constails. Boad of Health, or other certificates to accompany the Goods. The Merchant shall be liable for return freight and changes on any Goods refused exportation or importation by any public authority. (G) If the Ocean Carrier is of the option that the Goods are in need of sorting, inspecting, mending, repairing, or reconditioning, or otherwise require protecting or carring for, the Ocean Carrier at its discretion may, bielf or through Subcontentors, and as agent for the Merchart, carry out such work, at the risk and expense of the Merchart. (H) The shipper, consigner, consigner, owner of the Goods and holder of this Bill of Lading shift be jointy and servenily liable to the Ocean Carrier for the

25. (Notice of Claim and Time for Suit against Ocean Carrier) (A) Unless notice of loss or damage and the 25. vrowce of Camm ann 1 me por Sum agamst Ucean Carriery (A) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Coaca Carrier at the port of disknarge or place of delivery before or at the time of delivery of the Goods or, if the loss or damage is not apparent, within 3 days after delivery, the Goods shull be deemed to have been delivered as described in this Bill of Lading. (B) The Ocean Carrier shull be discharged from all liability in respect of the Goods, including without limitation nondelivery, misdelivery, delay, loss, or damage, unless suit has been hought within one year after delivery of the Goods or the daw when the Goods should have been delivered. Suit all not be considered to have been "brought" within the time specified unless process shall have been served and jurisdiction obtained over the Ocean Carrier within such time. Carrier within such time

26. (Limitation of Liability) (A) Subject to subpart (B) below for the purpose of determining the extent of the 26. (Limitation of Labitity) (A) Subject to subpart (B) below for the purpose of determining the extent of the Ocean Carrier's hildlifty for loss of or damage to the Goods, the Merchant agrees that the subue of the Goods is the Merchant agrees that the subue of the Goods is the Merchant agrees that the subue of the Goods is the Merchant agrees that the subue of the Goods is the Merchant's net invoice consequential loss. (B) Inofar as the biss of or damage to the Goods was caused during the part of the custody or carriage to which the applicable version of the Hagos Rules applies: (1) The Ocean Carrier's shall not be liable for any isso dramage in damout exceeding the minimum allowable per package or customic US. SOO Depackage or customy freight unit, unless the value (and US. SOO Depackage or Customy Freight unit, unless the value (and US. SOO Depackage or Customy Freight unit, unless the value (and US. SOO Depackage or Customy Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless the value (and US. SOO Depackage or Custom) Freight unit, unless thevalue (and US. SOO Depackage or Custo Rules applies: (1) The Ocean Carrier shall not be liable for loss or damage in an amount exceeding the num allowable per package or unit in the applicable version of the Hague Rules, which when U.S. COGRA likelibe is an amount not exceeding U.S. S500 per package or customary freight unit, unless the value (and) of Goods higher than this amount has been declared in writing by the Merchant before receipt of the house house of the standard state of the s applicaht Goods by the Ocean Carrier and inserted on the face of this Bill of Lading and extra freight has been paid as Goods by the Ocean Carrer and inserted on the here of this Bill of Lading and extra rength tais been paid as required. If the actual value of the Goods per package or unit exceeds such declared value, the value shall nevertheless be deemed to be the declared value, and the Ocean Carrier's liability; if any, shall not exceed the declared value. Any partial loss or duming shall be adjusted port nat on the basis of such declared value. If the declared value has been willfully misstated or is markedly higher than the actual value, the Ocean Carrier's shall not be liable to pay any compensation. (2) Where the care plos been packed into a container or unitized into a similar article of transport by or on behalf of the Merchant, it is expressly agreed that the number of such containers or similar articles of transport shown on the face of this Bill of Lading shall be considered as the number of the packages or units for the purpose of the application of liability provided for in this article.

number of the packages or units for the purpose of the application of the initiation of neurony provaed to: an un-Artick. 27. General Arenge: New Jason Clause) (A) General average shall be adjusted, stated and settled at any port or place as the Cheen Carrier's option and according to the York-Antwer Rules, 1974 and as to matters not provided for by these Rules, according to the laws and usages of the port or place of Adjustment and in the currency selected by the Ocean Carrier's optical average statement shall be perpared by the adjusted, stated by the Ocean Carrier's optical average statement shall be perpared by the adjustest apointed by the Ocean Carrier's or perparement or bond and such cash deposit as the Ocean Carrier's may deem sufficient to cover the estimated combution for the Goods and any stops and special charges theoren and any other additional securities as the Ocean Carrier miny require shall be framished by the Merchant to the Ocean Carrier before delivery of the Goods. (B) in the event responsibe by status, contract, or otherwise, the Goods and the Marchant shall jointly and sevenily contribute with the Ocean Carrier in the responsibe by status, contract, or otherwise, the Goods and the Marchant shall jointly and sevenily contribute with the Ocean Carrier in statusers. Along shall be parties at a general average nature that may be made or incurred, and shall pay slavage and special charges: incurred in respect of the Goods. If a salvage ship is owned or operated by the Ocean Carrier, subages shall be paid or as fully and in the status manner as if sub-a tavinging ship behadged to strangers. 38, **Gode to Bhame Collision**. If the Vessel, condenial of the Master, mariner, julic, or servarts for the owner of the biar on the management of the ownere of the owner of the owner of the owner of the owner of th ners insofar as such loss or liability represents loss of or damage to his Goods or any claim what

against all loss or liability which might be incared directly or indirectly to the other or non-carrying ship or her owners inodina such has so inhibility prepresents loss of or damage in his Goods or any claim whatsoever of the Merchant paid or payable by the other or non-carrying ship or her owners in the Merchant and set-off. recouped, or recovered by the other or non-carrying ship or her owners a part of her claim against the arrying Vesel or is owner. The foregoing provisions shall also apply where the owners, operators, or these in charge of any ship or iso context. The foregoing provisions shall also apply where the owners, operators, or those in charge of any ship or context vanishing or other seciencies. 29. (Carriage of Metal Products, Lumber, Cotton) (A) The term "apparent good order and condition" when used in this Bill of Lading does not mean: (1) with reference to implect or meel products, that the Goods were received were free from visible rast or mositure. (2) with reference to lumber, timber, physood, or other wood products, that the Goods when received were free from visible statis, discloration, mositure, shakes, holes, charfiel, breakage or splitting. If the Merchant so requests a substitute bill of lading will be issued setting first any notations as to the foregoing that may appear on the marks or talk, clerk's receipts or similar document. (B) Description of the condition of cotton carge does not relate to the sufficiencity or not condition of the covering not to any damage, resulting thereform. Oraciner shall not be responsible for any such damage. 30. (Grain) Dicharge of grain necelved by the Cean Carrier is hub my be in port, on barges, and or lighters, or elsewhere, using or to sing elsewhors, and such dicharge shall constitute a sufficient delayer by the Carrier. Thereafter said grain shall be at the risk and expense of the Merchant. 31. (Intermodal Transportation) (A) This Bill of Lading may the sized for Intermodal Transportation in any country. When so issued as between the Mercha

the Inland Carrier are subject to the relevant laws, regulations, tariffs and bill of lading are available from the Ocean or Inland Carrier upon request. (B) Claims by the Merchant against an Inland Carrier for loss or damage

Ocean or Inland Carrier upon request. (B) Claims by the Merchant against an Inland Carrier for hose or damage shall be given and suit commenced as provided in the Inland Carrier's applicable bill of Lading 32. (Ocean Carrier's Tariff) This Bill of Lading is subject to the Ocean Carrier's application tariff. Copies of the applicable tariff are obtainable from the Ocean Carrier upon request. 33. (Overan Carrier's Tariff) This Bill of Lading is subject to the Ocean Carrier's application tariff. Copies of the applicable tariff are obtainable from the Ocean Carrier upon request. 33. (Overan Bill') of Terms) The terms of this Bill of Lading as sevenble and if any part or term is declared invalid or unenforceable, the validity or enforceability, of any other part or term shall not be affected. 34. (Himshay Carlmer) All exceptions, exemptions defines inmanities, iminations on liability, privileges and conditions granted or provided by this Bill of Lading are spectrable tariff or by statue or for the benefit of the Carrier shall also apply to and for the benefit of all parties performing services in connection with the Goods as agents or contactors of the Carrier (including, without limitation, stevedores, terminal operators and agents) and the employees of each them.