# Sea Lead Shipping Bill of Lading for Ocean Transport or Multimodal Transport

SHIPPER (NAME AND FULL ADDRESS)  ATC MIDDLE EAST FZCO LIMITED  ADD:RM 023 9/F BLK G KWAI SHING IND BLDG  (STAGE 2) 42-46 TAI LIN PAI RD KWAI CHUNG NT  ATTN:ECHO CHAN  TEL:008615018796671			SLSNSSAAS0	05	SERVICE	BL NO	O. SSAAS005	
			EXPORT REFERENCES					
CONSIGNEE (NAME AND FULL ADDRESS)  TATAWAR MAANA TRADING EST. AL KHADRA COMMERCIAL CENTER, AL BALADIAH STREET, JEDDAH, KINGDOM OF SAUDI ARABIA TEL: 966920011035 MOB: +966504881194 EMAIL: FHGWAI@GMAIL.COM*			<b>SeaLead</b>					
NOTIFY (NAME AND FULL ADDRESS) SAME AS CONSIGNEE .			78 Shenton Way 10-01, Singapore 079120 Telephone: +65 6222 1088					
			PROPOSED ROUTING					
PRECARRIAGE (*)	PLACE OF RECEIPT BY PRECARRIER (*)			DESTINATION OFFICE  Arabian Establishment for Trade & Shipping LTD  Rm. 201 2nd Floor Al Matbouli Plaza. Al Ma'adey St.,				
PORT OF LOADING	VESSEL (Vessel / V	oyage / leg)	21421 +1126525500					
Nansha ,China	LIDIA / DRA24005W		jamesq@aetsh Jeddah	nipping.com	,			
PORT OF DISCHARGE JEDDAH ,Saudi Arabia	PLACE OF FINAL D	DELIVERY BY ON CARRIER(*) Dia	Saudi Arabia					
ALL DESTINATION CHARGE WILL BE ON CONSIGNEE'S ACK AGENTIC ARRIERS ARE LIABLE TO COLLECT THE BELOW / LOCAL DESTINATION CHARGES CONTINIER DEPOSIT: SAR 3000 PER DRY CONTAINER (S. DELIVERY ORDER FEE: SAR 416.88 PORT GATE PASS: SAR 120 PER CONTAINER LINE DETENTION CHARGE AND ESTIMATES OF REPAIRS TO CARRIER CHARGES (IN CASS SHIPMENT IS FREIGHT PAYA	AMOUNT FROM CONSIGNEE PI AR 5000 PER REEFER CONTAIL O BE ADJUSTED PRIOR REFUN ARI F AT DESTINATION) BOTH (	NER ID OF CONTAINER DEPOSITS TO CONSIGNE XXFAN ERFIGHT AND BAF TO BE PAID IN US	EE.					
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1. DEFINITIONS

\*\*Carriage\*\* means the whole or any part of the carriage, loading, unloading, handing and any and all other services whatsoever undertaken by the Carrier in relation to the Goods. \*\*Carrier\*\* means as a tead Shiping Pie. ttd.

\*\*Container\*\* includes any container (including an open to container, fait rack, pluform, trailer, transportable tank, palate or any other similar article used to consolidate the Goods and any connected upplymen.

\*\*Good of teams of the container of the Carrier in arrowless.\*\*

equipment.

Fringht\* includes all charges payable to the Carrier in accordance with the applicable Tariff and this bill of lading.

If lading.

Fringht\* includes all charges payable to the Carrier in accordance with the applicable Tariff and this bill of lading.

Fringht\* includes any Container not supplied by or on behalf of the Carrier.

From the Carrier includes any Container not supplied by or on behalf of the Carrier.

Fringht\* includes any Container not supplied by or on behalf of the Carrier.

Fringht\* includes the Shipper, Holder, Consigner, Receiver of this Bill of Lading or to whom rights of suit and/or labily under this bill of lading have been transferred or vested.

Freshmin\* includes the Shipper, Holder, Consigner, Receiver of the Goods, any Person owning or entitle to the possession of this Bood of lading have been transferred or vested.

Freshmin\* includes the Shipper, Holder, Consigner, Receiver of the Goods, any Person owning or entitle to the possession of the Boods or of this Bill of lading and wyness extend.

Freshmin includes an unfoldust, organization of the Bill of the Boods, any Person owning or entitle to the Person owning on the Person owning and with the Person of Receiver and Indiana of the Person owning and with the Person owning on the Person owning on the Shipper and the Person owning on the Person owning on

2. CARRIER'S TARIFF
The terms and conditions of the Carrier's applicable Tariff are incorporated herein. Attention is drawn to the terms and conditions are storage time and to container and which demurrage or detention to the terms are storage to the relevant previous of the applicable Tariff are obtained in the Carrier upon request, the case of inconstancing between the bill delayers and the applicable Tariff, the bill of linking and high prevent.

3. WARRANTY
The Merthant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of, the Person owning or entitled to possession of the Goods and this bill of lading

A NEGOTIABILITY AND TITLE TO THE GODS

(1) The Bill of Leding shall be non-negitivitie unless made out 'to order' in which event it shall be non-negitively and shall constitute it life to the Goods and the holder shall be mittled to mccake or to transfer the Goods herein described.

(2) The Bill of Lading shall be prima facile evidence of the taking in charge by the Carrier of the Goods as herein described.

(2) The Bill of Lading shall be prima facile evidence of the taking in charge by the Carrier of the Goods as herein described, However, proof by the contrary shall not be admissible when the Bill of Lading.

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

\$3.1 the Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carrier shall be entitled to sub-contract on any terms whatsoever be under any sability whatsoever to the Marchani for any box, diamage or delay of whatsoever his diamage and a state of the Carrier shall be a sub-contract or sense that the sub-contract or gent or serverity part whatsoever to the Marchani for any box, diamage or delay of whatsoever his diamage and sensity or indirectly from any act, might for delay of the Sub-Cantractor, ogent or serverity part white [b]. The Marchani undersides that no claim or a sliggation whether arising in contract, be almost, to not otherwise shall be made against any servent, agent, or Sub-Contractor of the Carrier which imposes or attempts to impose upon any of them or any vessel sevend or chartered by any of them any sability whatsoever in connection with the Goods or the Carriage of the Goods whether or not arising out of negligence on the part of such Person. The Sub-Contractor, agent or servent shall also be entitled.

androse the foregoing coverant against the Marchant; and (8) of any such claim or allegation should merchallest be note, to indemnify the Carrier against all consequences theme? (2) Without prejudice to the generality of the foregoing provisions of this clause, every exemption, limitation, condition and benry contained therein (other than Art Illrule 3 of the Hegue Rules) and every right, exemption from liability, defence and immunity of whiteover nature applicable to the Carrier or to which the Carrier is entitled hermunder including the right to enforce in any jurisdiction. or to written the Carmer is entitled hereunder including the right to enforce in any jurisdiction provision contained herein (clause 28) shall also be available and shall extend to every such Sub Contractor, agent

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

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

5.4 The Merchant (unther underskets that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in accordance with these Terms and Conditions which imposed or alterny to timpose upon the Carrier and bulb by white over in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should newsthalest be made, to indemnify the Carrier against all

CARNEWS RESPONSIBILITY OCCAN TRANSPORT

6. CARNEWS RESPONSIBILITY OCCAN TRANSPORT

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6. When the Carrier and the Carrier in Medical to perform and/or in his own name
to protein performance of the Carrier in the Port of Loading to the Port of Charlest Description of the Carrier in Medical to the Carrier of Loading and the time of the Carrier indexing the Goods of calciling a the Description of Loading and the time of the Carrier indexing the Goods of calciling a total to Carrier and Carrier of Loading and the Loading and t

7. CARRIER'S RESPONSIBILITY MULTIMODAL TRANSPORT
Where the Carriage is Multimodal Transport, the Carriar undertalks to perform and/or in his own name
to procure performance of the Carriage from the Place of Bezeigt or the Port of Leading, whichever
is applicable, to the Port of Destraige or the Place of Delivery, whichever is applicable. The Carriar
shall have no lability whaterower for loss or damage to the Goods occurring before acceptance by the
Carriar of castory of the Goods or affect the Carriar clades the Goods for delivery at the applicable
points, and, the Carriar shall be lable for loss or damage occurring during the Carriage only to the
stant and out below.

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

[a] The Carmer shall be releved of lability for any loss or damage where such loss or damage was caused by:

() an act or omission of the Marchant or Person acting on behalf of the Marchant other than the Crimic, his zervant, agent or Subconfractor;

(i) compile nee with instructions of any Person make the give them;

(b) compile nee with instructions of any Person make the give them;

(b) handling, jo dieg, slowage or unbusiles of the Goods by the Marchant or any Person acting on the behalf;

(b) handling, lot dieg, slowage or unbusiles of the Goods;

(b) strike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general;

(vi) strike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general;

(vi) since, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general; (vii) any cause or ewent which the Carrier could not avoid and the consequences whemof his could not proven by the exercise of reasonable disjunce.

(b) The burden of proof that the biss or damage was due to a cause(g) or event(g) specified in clause 7.1 and irst on the Carrie, but if them is any evidence the loss or damage is attributable to one or more cause or event specified in clauses 7.2 (s)(iii), (vi or (vi), is shall be presumed that it was no caused. The Merchani fash), however, the emitted to prove that the loss or damage wond, in fact, caused either whelly or partly by one or more of these caused or events, whelly or partly by one or more of these caused or events, whelly or partly by one or more of these caused or events, and the cause of the carrier in respect of such loss or damage shall be determined.

(a) (if the loss or damage is known to have occurred during carriege by sea for shipmens not to or from the United States of America or waterborne Carriege not in the U.S. by the Hagua Rules Articles 3-8. These sarticles of the Hagua Rules chall page yas a matter of contract; to "have a carrier of the Hagua Rules chall page yas a matter of contract; to in whose cuttered during any inland carrier in whose cuttered the loss or damage accurred or in accordance with the contract of carriege or turifies of any inland carrier in whose cuttered the loss or damage accurred or in accordance with the contract of carriege or turifies of any initiand carrier in whose cuttered the loss or damage accurred or in accordance with the contract of carriege or turifies of any initiand carrier in whose cuttered the loss or damage accurred or in accordance with clauses 7.1 and 8.2(i), whichever imposes lessar is billity on the Carrier.

secondance with the contract of carriage or tarifs of any infand carrier in whose custody the loss or damage occurred or in accordance which clause 7.1 and 8.2(a), whichever impores leaser is oblikly on the Carriar; or (c) if the loss or damage is known to have occurred during Carriage by sea, for shipments to or from the United States of America or Carriage to or from a container yard for container fright station at Prot of Losding before bedding or the carriage wasted or at the Port of Datcharge before devivery to the intend carrier, by the provisions of US COGS, or accordance with the contract of carriage or tarifies of any infant carrier in whose custody the loss or damage occurred or US COGSA whichever imposes lesser fability on the Carrier.

damage occurred or US COSSA whichever imposes lesser fability on the Carrier.

8. COMPENSATION AND LIABILITY PROVISIONS.
8.1 Subject always to the Carrier's right to find fability as provided for herein, if the Carrier is fable for compensation in respect of less of or damage to the Coset, such compensation shall be calculated for compensation in respect of less of or damage to the Coset, such compensation shall be calculated by the determined with reference to the commercial invoice, custome declaration, any premising market price (at the place and time they are delibered or should have been delivered), production price or the reasonable value of goods of the same kind and/or quality.

8.2 Savas as is provided in clause 7.2:

8.3 Savas as is provided in clause 7.2:

8.4 Savas as is provided in clause 7.2:

8.5 Savas as is provided in clause 7.2:

8.6 The Marchant agrees and acknowledges that the Carrier has no knowledge of the value of the Coops and the place compensation than that provided for in his bill of lading may be claimed only when, with the consent of the Carrier, (if for multimodal shipments from the U.S. when U.S. Initial carriering is understand, the Merchant algrees is useful and only when, with the consent of the Carrier, (if for multimodal shipments from the U.S. when U.S. Initial carriering is understand, the Merchant algrees is useful as and the Merchant algrees is useful as a fully limitation provided herein by prepaying extra fraight and opining for (at liability under the Carrier has been stated in the box meteric "Devised Value" on the reverse of this bill of lading and exter fraight paid, in that case, the amount of the decired value of the solution of the liability of t

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
3. The Carrier does not undertake that the Goods or any documents relating thereto shall arrive or be available at any point or picce at any stage during the Carriage or at the Port of Discharge or the Piece of Discharge and sparticular time or to meat any particular requirement of any licence, permission, sale contract, or credit of the Merchant or any market or use of this Goods and the Carrier shall under no contract, or credit of the Merchant or any market or use of this Goods and the Carrier shall under no columnations. What shall be or any direct, indirect or conceaugemental loss or damage caused by dalay. If the Carrier shall nevertheless be hall legally liable for any such direct. In infect to reconsequential loss or damage caused by dalay, such liably shall no no entell accessed or infect to reconsequential loss or damage caused by dalay, such liably shall no no entell accessed.

or indirect or consequential loss or damage caused by debts, such liability shall in no event access the fraight paid.

9.2 Save as is otherwise provided herain, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage a rising from any other cause whatsoever of inclose of profits.

9.3 Once the Goods have been received by the Carrier for Carriage the Marchant shall not be entired to impede, delay suppend or stop or otherwise hierders within the Carrier's intended manuse of instances of the Carrier for the secretary of the distinct of the carrier of the secretary of the distinct of the carrier of the secretary of the distinct of the carrier of the secretary of the distinct of the carrier of the secretary of the carrier in the secretary of the carrier of the secretary of the carrier of the secretary of the Carrier in the Carrier, bits Sub-Contractors, servan or or agents or to any other cargo or to the owner of such cargo during the Carrier, bits Sub-Contractors, servan or or agents or to any other cargo or to the owner of such cargo or intellements whitesomer in the Carrier of the Carrier in connection with or arising or insulting of the Carrier in connection with or arising or insulting of the Carrier in connection with or arising out to the carrier of the Carrier in connection with or arising out the Carrier in connection with or arising out of the carrier in connection with or arising out of the carrier in connection with or arising out of the carrier in connection with or arising out of the carrier in connection with or arising out of the carrier in connection with or arising out of the carrier in connection with or arising out of the carrier in connection with or arising of the carrier in connection with or arising of the carrier in connecti

10. NOTICE OF LOSS, TIME BAR

Unless notice of loss or damage and the general nature of such loss or damage be given in writing the Carrier of its agent at the Pates of Delivery (or Port of Discharge) (in Pites of Delivery is nor on the reware hered) before or at the time of removal of the Goods or if the loss or damage is apparent within the days thereaftic, such remove shall be prime faire address of the delivery is nor controlled to the Goods are described in this hill of leading, in any event, the Carrier shall be discharged if all liability whatever in respect of the Goods are described in the Stode unless suit is brought within one year after their deliver the date when they should have been delivered.

It is a consistent of the common more of the common of the

ness, negligence or fundamental breach of contract.

12. SHIPPER-PACKED CONTAINERS

If a Container has not been packed by the Cerrier:

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

12.2 The Cerrier shall not be salled for lose of or damage to the contents and the Merchant shall indemnify the Cerrier against any injury, loss, damage, lability or expense whatcover incurred by the seasons are sold or damages to the control including, inter a season of the control including interest and interest and interest a season of the control including interest and interest and

have been apparent upon reasonable inspection vy une menuous was packed.

12.3 The Merchent is responsible for the packing and seeling of all shipper packed Containers and, if a shipper packed Container is delivered by the Carrier with any original seal intact, the Carrier thall not be labelle for any shortage of Goods ascertained at delivery.

12.4 The Shippershall isopect Containers before packing them and the use of Containers shall be prima facte evidence of their being sound and suitable for use.

12.4 The Shippers hall inspect Containers belore packing when the service of the charge country of their being sound and solution for use.

13. PERISHABLE CARGO
13.1 Goods, including Goods of a perishable nature, shall be carried in ordinary Containers without special protection, services or other imassums unless them is noted on the reverse side of the bill of the process of the containers and the reverse side of the bill of the containers and the reverse side of the bill of the containers and the required containers and the required temperature or other setting of the thermostack, vanilation or or when reputies attention without plring written notice of their nature and the required temperature or other setting of the thermostack, vanilation or other special containers are not designed or containers and the required temperature and containers are not designed (a) to freeze down cargo which has not been presented for stulling at or below its designated carrying temperature and the Carrier and to the suppossible for the tomostopicacy of cargo being presented at a higher temperature than the Carrier and not be suppossible for the temperature and the designated carrying temperature man late Carrier and the temperature and the Carrier and the Ca

to maintain that Container supplied by the Lurrier in an elicional state.

24. INSPECTION OF GEODS

The Cornier shall be entitled, but under no obligation, to open and/or scan any patkage or Container at any time and to inspect the contenter. If appears a new time that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional appears or taking any measures in relation to the Container or the Goods, the Carrier may without notice to the Merchant (but as the agent only take any measures and/or incur any reasonable additional separate to carried further the Eurisia and/or to store them ashore or allow, under cover or in the open, at any place, whichever the Carrier in the abouted discretion considers must appropriate, which as deposed public and/or to a both of the orange a fall and a special container that the carrier in a secretion or confers must appropriate, which as deposed public and orange and in this clause a fall mole to under a more publication. It is also appropriate, which as deposed publication to the size of the conference of the publication of the publication of the conference of the conference

for any loss, delay or dismage howsower a rising from any action or lack of action under this clause.

15. DESCRIPTION OF GOODS

15. This billiof 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 indicated in the lose unitals? Carrier's Receipt's on the reverse side here;
15.2 No impresentation is made by the Carrier as to the weight, containts, measure, quantity, quality, description, containts, marker produces or vivue of the Goods and the Carrier's hall be under no responsibility whistoever in respect of such description or particulars. Initiality to the Goods as sets out on 15.3 The Shipper warming to the Carrier that the particular initiality, and any other particular furnished by or on behalf of the Shipper, are adequate and correct. The Shipper also warmant is that the Goods are lavied goods, and contain no contrained, drugs or other illegal substances or stowards, and that the Goods will not cause loss, damage or expense to the Carrier, or to any other cargo and producing or any contact in only other cargo and/or details of any contact to which the Carrier is not a porty are redeven on the face of this bill of Islaing, such particulars are included at the sole risk of the Merchant query and destination of such particulars and not have a deciration of such particulars and not not a such are such as the Carrier on our appraisance.

declaration of value and in no way increases Carrier's liability under the bill of lading.

15. EMECHANT'S RESPONSIBILITY

15. If all of the Parents coming within the definition of Mechanic in clause 3, including any principal of such Percey, table the pinnity and seaves it laids to the Carrier for the due fulfilment of all obligations understand by the Merchani in this bill of lading.

15. The Merchant shall be slibed for and shall indemnify the Carrier against all best, damage, delay, fines, atternay fees and/or expanses arising from any breach of any of the warranties in clause 13.3 or exelutions to the carrier of the carrier

or sultend by reason of any failure to so comply, or by reason of any flegal, increact or insultinean detains a comparison of the compari

Crimer in respect of the Goods of that part thereof shall cease.

17. REGISTEX EXPENSES AND FEES

17. FEEGS TEXPENSES AND FEES

17. FEES TEXPENSES

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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, demurage/detention and costs and expenses on receipt of evidence of demand within the meaning

of churs 27.3.

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 Credit terms will authorised agents. The applicable Credit terms will authorised agents. The applicable Credit terms will authorise otherwise agreed by the Carrier.

18. LEN
The Carrier shall have a fine on the Goods and any documents relating thereto for all some payable to the Carrier under this control and for general everage combinations to whomstower due. The Carrier the Carrier under the general everage combination of the Carrier and the general everage combination of the Carrier under any other control eventual general events of the Carrier under any other control events of the Carrier than the Carrier under any other control events of the Carrier than the Carrier and the Carrier than the Carrier tha sums due and for that purpose the Carriers hall have the right to sell the Goods by public auction private treaty, without notice to the Merchant. The Carrier's lien shall survive delivery of the Goods

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

19.1 The Goods may be packed by the Carrier in Containers and consciousase win name goves at Containers.

19.2 Goods have packed in Containers row, may be carried on death or under date, which untrick a container with the carrier of the containers and the containers of the containers and the conta

20. METHODS AND ROUTES OF CARRIAGE
20.1 The Carrier may at any time and without notice to the Merthant:
[a] use any means of transport or storage whitsteever;
[b) transfer the Goods from one conveyance to another including transhipping or carrying the same on a Vessel other than the Vessel annead on the reverse hereof or by any other means of transport whatsower and event though transhipment or forwarding of the Goods may not have been contemplated or promided for herein;
[c] unpack and memore the Goods which have been packed into a Container and forward them via Container and Interview.

plated or provided for nexem;
(c) unperk and nerve the Goods which have been packed into a Container and forward them via
Container or ulterceiss,
(c) unperk and nerve the Goods which have been packed into a Container and Interceiss,
(c) unperk and new leaf or the Container or

Anything done or not done in accordance with clause 20.0 or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a greatful not be a carriage.

2.1. MATTERS AFFECTING PERFORMANCE

8 at any time Carriage in or list listly to be affected by any hindrance, risk, danger, delay, difficulty or disadvantage of whateroear kind and howevover arising which cannot be avoided by the exercise of a search and an accordance which are also according to the carriage in a critical state of the carriage which cannot be avoided by the exercise of a critical state of the carriage and the carriage the Carriar may at his sold between any and the carriage the Carriar may at his sold between any and the carriage the Carriar may at his sold between any and the carriage the Carriar may at his sold between any and the carriage the Carriar may at his sold between any attention and without notice to the Methantian and the carriage of the carriage of the carriage of the carriage of the carriar and carriage the carriar may determine; or a carriage the carriage of the

### ZZ. DANGEROUS GOODS

22. DANCEROUS GOODS
22.1 No Goods which are or which may become of a dangarous, noxious, hazardous, flammable, or damaging nature (including radioactive material) or which are or may become liable to damage any Perons or or property whates early and whether or not so lated in any official or uncollect, international or national code, convention, being or table shall be underested to the Carrier for Carrage who thou previously giving written notice of their nature, character, name, bobs and classification (if applicable to the convention) being or as a londificate, the nature and character of any such foods and as as to comply with any applicable laws, regulations or nequimenants, if any such Goods and or as to comply with any applicable laws, regulations or nequimenants, if any such Goods are delivered to the Carrier whether obtaining his censent anafore such marring, or if in the opinion of the Carrier to the Goods are or are liable to become of a dangarous, noxious, hazardous, flammable or damaging nature, they may at any time or pince be unloaded, destroyed, deposed of, abundmond or randered harmless without compensation to the Marchant and without prajudicate to the Carrier's right to Freight. 2.2. The Marchant warrant is hat such Goods are packed in an anner adoptate to the Carrier's right to Freight. Carrier of the Carrier of the Carrier of Carrieg having regard to their nature and in compliance with all laws, regulations or requirements within may be applicable to the Carrier of carrier of any of the arrier and any of the variation of the Carrier of the Carrier of any of the properties of the Carrier of any of the rights provided for elsewhere.

23. NOTIFICATION, DISCHARGE AND DELIVERY

22.4 Noting contained in the clause shall deprive the Carrier of any of the rights provided for extended.

23.1 Not inscanding the body of being of parties to be notified of the arrival of the Goods is solely for information of the Carrier in any failability of the control of the Carrier in any failability or raises the Marchard of any obligation himsonates on the times provided for in the Carrier's applicability of the Carrier's obligated to descript the Goods into the hands of any customs, port or other authority, such discharge shall constitute due delivery of the Goods to the Marchant under the bill of lating.

23.3 If the Certife is origine to washings in washings of the Goods to the Merchant uncer time visibilities underlying the Charles and International development of the Goods are unclaimed within a reasonable time or whenever in the Carrier's opinion the Goods are likely to deteriorate, decay or become worthless, or incur charges whether for storage or otherwise in access of their value, the Carrier may at the deterioration whosh projects or any other rights which he may have against the Merchant, without notice and without any responsibility attaching to him set, abandon or otherwise dispose of the Goods at the Sorier kind edepense of the Merchant and apply any proceeds of sale in induction of the sums due to the Carrier by the Merchant and apply any proceed of sale in induction of the sums due to the Carrier by the Merchant to the carrier of any claim whetever relating to the Goods or the Carriege thereof.

24. BOTH TO BLAME COLLISION CLAUSE
The Both to Blame Collision and New Jason clauses published and/or approved by BIMCO and obtains ble from the Carrier or his again upon request are hereby incorporated herein.

ble from the Carrier on his agent upon request are hereby incorporated herein.

25. GENERAL AVERAGE AND SALVAGE

25.1 General average to be adjusted at any port or place at the Carrier's option and to be settled according to the Tork Antwerp Rules 1994, the covering all Goods carried on or under deck. General average on a Vesteral not operated by the Carrier half be adjusted sectoring to the resignments of the operator of that Wassat.

25.2 Such recording to the scale and the carrier may deem solficient to cover the estimated to the Carrier properties of the cover the estimated to the Carrier properties of the cover the estimated to the Carrier properties of the carrier properties of the carrier properties of the carrier properties of the carrier properties.

25.3 Should the Carrier in its own discretion hoose to post general average and/or salvage security due more acceptances or pays general average contributions due from cargo interests or pays general average and/or salvage contributions due from cargo interests or pays general average and/or salvage contributions due from cargo interests or pays general average and/or salvage contributions due from cargo interests or pays general average and/or salvage contributions due from cargo interests or pays general average and/or salvage contributions due from cargo interests on pays general average and/or salvage contributions due from cargo interests.

26. VARIATION 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.
26.2 In the event that anything herein contained is inconsistent with any applicable international covantion or national law, which cannot be departed from by private contract, the provisions hereof shall not the actent of sect international you for offerthe be could and void.

## 27. WAR RISK & SANCTIONS

27. WAR RISK & SANCTIONS

Chriefinghing the Bibble to pay ny claim or provide any benefit hersunder to the extent that the provision of such payment or provision of such benefit would expose that Carrier to any sentien, prohibition or estriction under UNITED NATIONS RESOURTIONS OF THE TRADE OF ECONOMIC SANCTIONS, LAW OR REGULATIONS ISSUED BY ANY State. Supra national or international Governmental Organization. Cargo Hippotto (From or in transit through war arones and/free actualed zones / knockioned states will be under the exclusive responsibility of the Merchant and Carrier will not entertain any claim related to such shipments. The Merchant shall informily Carrier against any and at Edisms whatsoever brought by the owners of the cargo and/or the holder of Bills of Leding by reason of the Carrier's complaints with

28. LAW AND JURISDICTION This bill of lading shall be go 28. Law. AND JUNDOICH ION.

This bill of lating shall be governed by and construed in accordance with English law and all disputes arising hereunder shall be datermined by the English High Court of Justice in London to the acclusion of the jurisdiction of the courts of another country. Alternatively and a the Carrier's one option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business