SHIPPEI	
Shirrei	BILL OF LADING N.
	CARRIER
CONSIGNEE OR ORDEI	S.p.A.
	Sede Legale e Uffici: 19126 LA SPEZIA - Italia - Via Privata Enel, snc Tel. +39.0187.5371 - Fax +39.0187.537.361 - www.tarros.it Ufficio Registro Imprese di La Spezia n° 00910150119 - R.E.A. n° 83628 Codice Fiscale e Partita IVA n° IT 00910150119 - Capitale Sociale € 1.050.000,00 i.v.
NOTIFY PARTY / ADDRESS	S VESSEL VOYAGE NO.
	Received by the Carrier in apparent good order and condition (unless otherwise noted herein) the total number of Cartillage as units indicated in the how bareholder under "Total No. of Cartillage as units indicated in the how bareholder under "Total No. of Cartillage as Delegace."
FOR DELIVERY OF GOODS APPLY TO	the reverse hereoff from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applied by on payment of Freight as indicated in the relevant box herebelow. Weight, measures, marks, numbers, or way, contents and value, if mentioned in this Bill of Lading, are to be considered as unknown by the Court. If this is a negotiable Bill of Lading, one original Bill of Lading must be surrendered duly endorsed as change for the goods. IN ACCEPTING THIS BILL OF LADING THE MERCHANT EXPRESSLY ACCEPTS AND AGA TO TALL THE TWO MS AND CONDITIONS WHETHER PRINTED, STAMPED OR WRITTEN, OR OTHERWISE INCORPORATED THIS SIDE WID ON THE REVERSE SIDE OF THIS BILL OF LADING AND THE TERMS AND CONDITIONS OF THE CARRIER TO BE ABLE TARIFF AS IF THEY WERE ALL SIGNED BY THE MERCHANT.
PRECARRIAGE / ON CARRIAGE BY PLACE OF RECEIPT PORT O	FLOADING PLACE OF DELIVERY
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FREIGHT (see clause 18)  ABOVE DETAILS OF GOODS DECLARED BY SHIPP IN WITNESS of the co	PER - NOT CHECKED BY THE CARRIER (SEE CLAUSES 6, 7) Intract herein contained the number of Bills of Lading stated below, all of this tenor and date, have been
FREIGHT (see clause 18)  ABOVE DETAILS OF GOODS DECLARED BY SHIPP IN WITNESS of the co	PER - NOT CHECKED BY THE CARRIER (SEE CLAUSES 6, 7) Intract herein contained the number of Bills of Lading stated below, all of this tenor and date, have been or its Agent, and whenever one original Bill of Lading has been surrendered the others shall be void  ON
FREIGHT (see clause 18)  ABOVE DETAILS OF GOODS DECLARED BY SHIPE IN WITNESS of the co- signed by the Carrier of	PER - NOT CHECKED BY THE CARRIER (SEE CLAUSES 6, 7) Intract herein contained the number of Bills of Lading stated below, all of this tenor and date, have been or its Agent, and whenever one original Bill of Lading has been surrendered the others shall be void  ON

### TARROS 2023 TERMS AND CONDITIONS

ans the party named on the front of this document as being the carrier for this consignment Called The Theorem The

"Subcontractor" includes but is not limited to owners, charterers and operators of the Vessel/s (other than the Carrier), stevedores, terminal operators, road and rail transport operators and any other independent contractor employed directly or indirectly by the Carrier in the performance of the Carriage. "Goods" means the whole or any part of the cargo and any package carried under this Bvt. and includes any Container not supplied by or on behalf of the Carrier. "Container" includes any container, trailer, transportable tank, flat rack or pallet or any similar article used to consolidate Goods and any equipment thereof or connected thereto. "Carriage" means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods.

or tire boods.
"Combined transport" arises if the place of receipt and/or the place of delivery is/are indicated on the front hereof in the relevant spaces.

hereof in the relevant spaces.

"Port to Port shipment" means carriage between the Port of Loading and the Port of Discharge.

"Freight" includes all charges payable to the Carrier in accordance with the applicable tariff and this B/L.

"Vessel" includes he vessel named on the front hereof and any ship, lighter or other vessel which is or she be substituted, in whole or in part, for that vessel.

2 Law and jurisdiction
2.1 If carriage under this B.U. is Port to Port shipment, this B/L shall be subject to the international Convention for the Unification of Certain Nutles of Law relating to Bills of Lading signed at Brussels on 25 August 1924 ("the Hague Rules") as mended by the Protocal signed at Brussels on 23 February 1988 ("the Hague-Vistor Rules"), and the Protocal signed at Brussels on 21 Sebruary 1988 ("the Hague-Vistor Rules"), and the Protocal signed at Brussels on 21 Bost Protocal vinities the giverning law makes the Hague Rules or Hague-Vistor Rules National Rules or Hague-Vistor Rules National Rules or Hague-Vistor Rules as amended by the Protocal signed at Brussels on 21 December 1979 ("the SDR Protocal"), whichever are compulsority applicable.
2.2 If Carriage under this B.U. is a Combined Transport, the Carrier's liability shall be as follows:
2.2.1 Where the loss or damage occurred during the part of the Carriare between the port of loading and the port of discharge mentioned in this B.U., the liability of the Carrier shall be determined in accordance with clause 2.1 above.

with clause 2.1 above. 2.2.2 Where the loss or damage occurred during pre-carriage or on-carriage by rail or by road from place of receipt to port of loading or from port of discharge to place of delivery, the liability of the Carrier shall be subject to the per peckage unit limitation and to the per kilo limitation provided by the Haque-Visty Rules as animoded by the Protocol signed at Brussels on 21 December 1979 ("the SDR Protocol") 2.2.3 if the place of loss or damage shall be presument to have occurred during the Port to Port section of carriage and the liability of the Carrier shall be determined in

have occurred during the Port to Port section of carriage and the naturity of the Carrier snan oe determined in accordance with clause 2.1 above.

2.3 Insofar as anything is not dealt with by the above Hague Rules or Hague-Visby Rules and is not governed by the present terms and conditions the Laws of Italy shall apply.

2.4 Any act, service or transport that the Carrier arranges for the Merchant which is not mentioned on this BL is done under the Merchant's own responsibility, risk and expense and the Carrier acts as Merchant's over the Carrier and the Carrier area.

Bit is unuse unuse the measures of the state talian or foreign Court.

### 4 Agreement about the Terms and Conditions

\* Agreement about use relains and commonstable by tendering the Goods to the Carrier for the Carriage, accepting, endorsing, transferring, presenting or holding this B/L, the Merchant agrees to all terms and conditions printed, stamped or typed on the front and on the reverse of this B/L Every person defined as "Merchant" is jointly and severally liable towards the Carrier for all the undertakings, responsibilities and liabilities of the Merchant under or in connection with this B/L.

5 Subcontracting and indemnity
5.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Car

5.2 The Merchant undertakes that no claim or allegation whether arising in contract, tort or otherwise shall be made against any person whomsever by whom the Carriage or any part of the Carriage is performed or undertaken (other than the Carriage is performed or undertaken (other than the Carriage is performed or undertaken (other than the Carriage or attempts to impose upon any such person, or any vessel owned by any such person, any liability whatsever in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of such person and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof Without home that the lacent of a deep we exemption (initiation, conditions). anegation amount inversionates to thinker, or incoming the claims against an consequences therefore, without prejudice to the foregoing every such person shall have the benefit of every exemption, limitation, condition and liberty herein contained and of every right, respectively. The contained and immunity of whistoever nature applicable to the Carrier as if such provisions were expressly for its benefit; and in entering into this contract, the Carrier, to the extent of these provisions, does so not only on its own behalf but also as agent and trusted for such persons.

and trustee for such persons.

5.3 The provisions of clause 5.2 Including but not limited to the undertakings of the Merchant contained therein, shall extend to claims or allegations of whatsoever nature against other persons charfering space on the carrying (Vessel.

5.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any person other than in accordance with the terms and conditions of this B/L which imposes

the carrier by any person other than in accordance with the terms and continuous of this bit, which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Garriage of the Goods, whether or not arising out of negligence on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

### 6 Description of Goods

6 Description of Goods

6.1 This B/L 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, packages or other units specified on the front hereof under "Total number of Containers or packages received by Carrier".

6.2 No representation is made by the Carrier as to the weight, contents, measure, quality, description, condition, marks, numbers, temperature or value of the Goods, and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

6.3 The Merchant warrants that the Goods and/or Merchant-packed Containers are lawful goods, contain no drug, contraband or other illegal substances or slowavays.

6.4 If any particulars of any letter of credit and/or import licence and/or sale contract and/or invoice or order number and/or cleables of any contract to which the Carrier is not a nordy are shown on the front of this (8.4).

6-11 any particulars or any netter or creat another import incence amone save contract amone involved or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this BLT, such particulars are included solely at the request of the Merchant for its convenience. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and into move affects the Carrier's liability under this BLT. The Merchant further agrees to indemnify the Carrier against all consequen-ces of including such particulars in this BLT. The Merchant acknowledges that, except when the provisions of the time of the provision of the pro clause 14 apply, the Carrier ignores if the Goods are of valuable nature

7 Merchant's responsibility
7.1 The Merchant warrants to the Carrier that the particulars relating to the Goods as set out on the front hereof have been checked by or on behalf of the Merchant on receipt of this BrL and that such particulars and any other particulars furnished by or on behalf of the Merchant are correct.
7.2 The Merchant shall indemnify the Carrier against all losses, damages, fines and expenses arising or resulting from any breach of any of the warranties in clause 7.1 hereof or from any other cause in connection with the Goods for which the Carrier is not responsible.

resulting from any breach of any of the warranties in dause 7.1 hereof or from any other cause in connection with the Goods for which the Carrier is not responsible.

7.3 The Merchant shall comply with all regulations or requirements of customs, port, local and national authorities and all other authorities of the countries of origin, loading, transit, underding and destination of the Goods, and shall bear and pay all duties, taxes, imposts, fines, penalties, expenses or losses (including, without prejudice to the generality of the foregoing, the full return Freight for the Goods to be returned, or if on-carried the full Freight from the port of discharge to the place of delivery nominated herein or to the amended place of delivery) incurred or suffered by reason of any failure to so comply, or by reason of any failure to so comply, or by reason of any failure to so comply, or by reason of any failure to so comply, or by reason of the discovery of any drugs or other filegals substances inside Container packed by the Merchant or within Goods supplied by the Merchant or of the discovery of any store of the container and shall indemnity the Carrier in respect thereof.

7.4 The Merchant shall return the empty Containers and other equipment in like good order and conditions, undamaged, dood riree, clienced and hot washed whenever necessary and with all fittings installed by the Merchant removed, to the point or place designated by the Carrier within the time prescribed at cliause 31 of this Sh.T. The Merchant shall be liable to indemnify the Carrier within the time prescribed at cliause 31 of this Sh.T. and the carrier and the conditions as specified above. Should a Container not be returned within the prescribed time, the Merchant shall be liable for any duffortly at any place, Goods are detained and/or select and/or a Container has to the shall not any state from such non-return.

7.6 If by order of any Authority at any place, Goods are detained and/or select and/or a Container has to the shall be contained and th

re or arrest of Goods by Customs or other Authority even if not due to Merchant's act of omission.

8 Period of responsibility
The period of responsibility of the Carrier for any loss or damage to the Goods, howsoever such loss or damage arise, shall commence at the moment that the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel.

The Carrier shall under no circumstances be liable for any loss or detention of or damages to the Goods howsoever caused, arising when the Goods are not in its actual custody.

In the event that the Merchant requests and the Carrier agrees to amend the Place of Delivery, such amended Carriage will be undertaken on the bass that the Terms and Conditions of this BVL are to apply until the Goods are delivered to the Merchant at such amended Place of Delivery.

Nowthitshanding the foregoing, in case and to the extent that the governing law extends the Carrier's period of responsibility to all or any part of the period prior to loading on to or the period subsequent to the discharge, including for misdelivery, the Carrier's fall have the benefit of every right, defence, initiation and liberty provided for in the Hague Rules or Hague-Visby Rules as amended by the Protocol signed at Brussels on 21 December 1979 ('the SDR Protocol'), as applied by the above clause 2 during such additional period of responsibility, notwithstanding that the loss, damage or misdelivery did not occur during the carriage by sea.

# 9 Carrier owned Containers

In case the Merchant is furnished with Containers by the Carrier, the Merchant shall inspect them before packing/loading and stuffing into Containers or loading on trailers and/or vehicles or using other means of transportation shall be conclusive evidence that the Merchant inspected the Containers furnished by the Carrier and was satisfied that same were suitable for the Carriage of the Goods.

10 Deck cargo and live animals
10.1 The Merchant agrees that vehicles, trucks, trailers, flats and similar items and other cargo and Goods
packed in Containers or on the aforementioned items whether or not packed in Containers may at the Carrier's

option be carried on deck or under deck without notice to the Merchant who also acknowledges that the said cargo was loaded on vessel specifically built and equipped for carrying such cargo both on and under deck. It carried on deck, the Carrier shall not be required to note, mark or stamp on this BVL any statement of such on-deck Carriage. All such Goods, whether carried on deck or under deck, shall participate in General Average and shall be deemed to be within the definition of Goods for the purposes of the Hague Rules and the Hague-Visty Rules and shall be carried subject to those Rules unless the Hamburg Rules are computeriny applicable. 10.2 Live animais are handled, stowed, carried on deck or under deck and discharged at the soler lisk of the Merchant. The Carrier shall be under no liability whatsoever for any injury, illness, liss or damage of whatsoever nature or delay howseever courring during the Carriage even though caused by unseavorthiness of the Vessel or negligence of the Carrier, its servants or agents or in case of deviation of the Vessel. The Merchant shall indemnity the Carriage and Identice and in connection with the Carriage of any live animal. The Hague Rules and the Hague-Visty Rules shall not apply to the Carriage of live animals.

11 Methods and route of Carriage
11.1 The Carrier may, at any time and without notice to the Merchant, use any means of transport or storage whatsoever, load or carry the Goods on any Vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another including trans-shipping or carrying the same on another Vessel than that named on the front hereof or by any other means of transportation whatsoever at any place, unpack and remove Goods which have been stuffed in or an a Container and forward the same in any manner whatsoever, proceed at any speed and by any route in its discretion (whether or not the nearest or most direct or customary remove colous which case beet suttled in or in a Container and to invaled the same it any transier wire solver; proceed at any speed and by any route in its discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whateher or not the place is a port named on the front hereof as the intended port of loading or intended port of discharge); comply with many orders or recommen-dations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance or the conveyance employed by the Carnet the right to layer orders of directions; permit the Vesset by proceed with or without plots, to tow be towed or to be dry-locked or otherwise betset or inspected, permit the Vesset by conveced with or without plots, to tow to all kinds, whether dangerous or otherwise, whether or deck or otherwise and to sail armed or unamed, proceed to or stay at any port or place for the loading or discharge of cargo, stores or fuel, the embarking or disembarking of passengers or crev, or the saving of the carriage or the Carriage of the whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with 11.1 above or any delay arising there-from shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

11.3 by tendering Goods for Carriage without any written request for Carriage in a specialised Container or for Carriage otherwise than in a Container, the Merchant accepts that the Carriage may properly be undertaken in a general purpose container.

### 12 Merchant-packed Containers

12 in increasing places of containing and the containing and the containing and the liable for loss of or for damage to the Goods caused by the manner in which the Container has been packed, or the unsuitability of the Goods for carriage in Container, or the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier from suitability or defective condition arose without any want of due diligence on the part of the Carrier or would have been apparent upon reasonable.

without any want of due diligence on the part of the Carrier or would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was packed.

12.2 If Container has not been packed by or on behalf of the Carrier the Merchant shall inspect the Container before packing it. The Merchants use of the Container shall be condusive evidence that the Merchant inspected the Container and was satisfied that same was suitable for the Carriage of the Goods.

12.3 If Container has not been packed by or on behalf of the Carrier, the Merchant warrants that the Goods are safely and securely packed in the Container.

12.4 The Merchant his responsible for the packing and sealing of all Merchant-packed Containers and, if a Container is redelivered by the Carrier with an original seal as affixed by the Merchant or customs or security control intact, such redelivery shall constitute full and complete performance of the Carrier's obligation hereunder and the Carrier shall not be liable for any loss of or damage to the contents of the Container.

12.5 The Merchant shall indemnity the Carrier against any loss, damage, liability or expense whatsoever and howsoever arising caused by one or more of the matters referred to in this clause.

13 Lingerous sources
13.1 No Goods which are or may become dangerous, inflammable or damaging (including radio-active materials), or which are or may become liable to damage any property whatsoever, shall be tendered to the Carrie
for Carriage without prior written notice of their full and true particulars and the Carrier's express consent in
writing to carry them, and without the Container or other covering in which the Goods are to be carried as wel
as the Goods themselves being distinctly marked on the outside so as to indicate the nature and character or as the clouds themselves oeing distinctly marked on the clusters so as to inducate the natural and any and cooks any such Goods and so as to comply with any applicable laws, regulations or requirements. If any such Goods are delivered to the Carrier without such written consent and/or marking or if in the opinion of the Carrier the Goods are or are liabilities without such written consent and/or marking or if in the opinion of the Carrier the Goods are or are liabilities to become of a dangerous, inflammable or dismanging nature, they may at any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Freight.

prejudice to the Carmer's night to Freight.

13.2 The Menchant undertakes that such Goods are packed in a manner adequate to withstand the risks of Carriage having regard to their nature and in compliance with all laws or regulations which may be applicable during the Carriage.

13.3 Whether or not the Merchant was aware of the nature of the Goods the Merchant shall defend, hold

13.3 Whether or not the Merchant was aware of the nature of the todos the Merchant shall defend, not harmless and indennify the Carrier, its servants, agents and Subcontractors against all claims, losses, personal injuries, deaths, damages, costs or expenses including lines and penalties arising in consequence of the Carriage of such Goods and/or in consequence of any threach of the provisions of this clause.
13.4 Nothing contained in this clause shall deprive the Carrier of any of its rights provided for elsewhere.

### 14 Valuable Goods.

Merchant agrees and acknowledges that the Carrier ignores if the Goods are of valuable nature, and that higher compensations than that provided by the above clauses 2.1, 2.2 and 2.3 may not be claimed unless, with the consent of the Carrier, the value of the Boods was declared in writing by the Merchant prior to the commencement of the Carriage and was stated on this BXL and the Merchant pad the Carrier's additional charges for accepting such increased liability, in that case, the amount of the declared value shall be substituted for the limits mentioned above. Any partial loss or diamage shall be adjusted for rata on the

15 Refrigerated cargo.
15.1 The Merchant must take note that refrigerated Containers are not designed to freeze down cargo which has not been presented for stuffing at or below its designated carrying temperature and the Carrier shall not be responsible for the consequences of cargo presented at a higher temperature than that required for the Carriage.

or the Carriage.

15.2 The Merchant undertakes not to tender for transportation any Goods which require refrigeration without and the control of the control 15.2 The Merchant undertakes not to tender for transportation any Goods which require refrigeration without previously dying written notice of their nature and particular temperature range to be maintained and, in case of refrigerated Container packed by the Merchant or on its behalf, the Merchant further undertakes that the Container has been properly fore-cooled or preheated as appropriate, the Goods have been properly stowed in the Container and that its thermostatic controls have been adequately set by him before delivery of the Goods to the Carrier. If the above requirements are not complied with, the Carrier shall not be liable for any loss of or damage to the Goods howsever arising.

15.3 The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, derangement, breakdown, defrostling, stoppage of the refrigerating machinery, plant, insulation and/or any apparatus of the Container and any other facilities, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the Container supplied by the Carrier in an efficient state.

16 Carriage affected by condition of Goods
If it appears at any time that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional expense or taking any measure(s) and/or incur any additional expense by the Carrier any envilvour tortice to the Merchant take any measure(s) and/or incur any additional expense to carry or to continue the Carriage thereof, and/or abandon the Carriage and/or store them ashore or afloat, under cover or in the open, at any place, which abandoment or storage shall be deemed to constitute due delivery under this B/L. The Merchant shall indemnify the Carrier against any additional expense so incurred.

# 17 Matters affecting performance.

17 Matters affecting performance.

If at any time the Carriage is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (other than the inability of the Goods to be carried or carried further safely or properly) and howsoever arising (even though the circumstances giving rise to such hindrance, risk, delay, difficulty or disadvantage existed at the time this contract was entered into or the Goods were received for Carriage), the Carrier (whether or not the Carriage has commenced) may either:
(a) without notice to the Merchant, abandon the Carriage of the Goods and place the Goods at the Merchant's disposal at any place or port which the Carrier may deem safe and convenient whereupon the responsibility of the Carrier for the Carrier shall nevertheless be entitled to full Fleight on the Carrier shall nevertheless be entitled to full Fleight on the Carrier shall nevertheless be entitled to full Fleight on the Carrier shall nevertheless be entitled to full Fleight on the Carrier shall nevertheless be entitled to Justification and storage at such place or port, or (b) upon notice to the Merchant, suspend the Carriage of the Goods and store them ashore or aflout upon the terms of this Bri. and use reasonable endeavours to forward the Goods, the Carriage of which has been suspended, as soon as possible after the cause of hindrance, risk, delay, difficulty or disadvantage has been removed, but the Carrier may determine, including, but he carrier may determine. towaruing of nie owose, to be port of uschaging on place of underly, wincherer is applicable, failined in the Cri-The Carrier shall be entitled to payment of such additional Freight as the Carrier may determine, including, but not restricted to, charges for storage, handling and any other services to the Goods, and for Freight from the place of suspension to the port of discharge or place of delivery, whichever is applicable, without giving credit for Freight already paid in respect of the Carriage.

Learnage.

18 Freight and charges

18.1 Freight, whether already paid or not, shall be considered as fully earned on receipt of the Goods by the Carrier and not returnable, in any event whether the Vessel arrived at her destination or whether she is lost of the control of the

before delivery of the Goods. 18.5 The persons falling within the definition of Merchant shall be jointly and severally liable for the payment

18.5 I the persons taining within the defination of Merchant shall be junity and severally liable for the payment of Freight and charges, liquidated damages and all other sums due under this B/L. 18.6 Any person, firm or corporation engaged by any party to perform forwarding services with respect to the Goods shall be considered to be the exclusive agent of the Merchant for all purposes and any payment of Freight to such person, firm or corporation shall not be considered payment to the Carrier, Fallure of such person, firm or corporation to pay any part of the Freight to the Carrier shall be considered a default by the Merchant in the payment of Freight.

19 Notification and delivery
19.1 Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier. Failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant

of any obligation hereunder.

19.2 The Merchant shall take delivery of the Goods promptly at the port of discharge or in case of Combined transport at the place of delivery named on the front hereof.

19.3 If he delivery of the Goods is not taken by the Merchant promptly, the Carrier shall be entitled, without notice, it unpack the Goods in packed in Containers and or to store the Goods sahore, afloat, in the open or under cover, at the sole risk of the Merchant. Such storage shall constitute due delivery hereufer, and thereupon the liability of the Carrier in respect of the Goods stored as aforesaid shall wholly cease. All charges due to the Carrier shall forthwith upon demand be paid by the Merchant to the Carrier.

19.4 If he Merchant fails to take delivery of the Goods within thirty days of unloading or tender by the Carrier of in the Carrier shall forthwith upon of the Carrier they are likely to deterorate, decay, become worthless or incur charges whether for storage or cherwise in excess of their value, the Carrier may, without prejudice to any other rights which it may have against the Merchant, without notice and without any responsibility whatsoever attaching to him, sell or dispose of the Goods and apply the proceeds of sale in reduction of the sums due to the Carrier on the Merchant to take delivery of the Goods, the Carrier in the Merchant to take delivery of the Goods with the Carrier in the Merchant to the St.

19.5 If, at the place where the Carrier is entitled to call upon the Merchant to take delivery of the Goods where the Carrier is obtained and the state of the Carrier in the Merchant to the Carrier in the Merchant to a men to the Carrier in the Merchant to the Carrier in the Carrier in the Merchant to the Carrier in the Merchant to the Carrier in the Merchant to the Carrier in the Carrier in the Merchant to the Carrier in the Ca

20 Notice of Loss or Damage and Time bar.
20 1 The Carrier shall be deemed prima facie to have delivered the Goods as described in this B/L unless no-20.1 The Carrier shall be deemed prima facie to have delivered the Goods as described in this Bf. unless no-tice of loss of or damage to the Goods, inclading the general nature of such loss or damage, shall have been given in writing to the Carrier or to its representative at the place of delivery for the port of discharge if no place of delivery is named on the front hereof beferor at the time of removal of the Goods into the custody of the person entitled to delivery or, if the loss or damage is not apparent, within three consecutive days thereafter. 20.2 The Carrier shall be discharged of all liability unless suit is brought and notice thereof given to him within 12 months after delivery of the Goods or the date when the Goods should have been delivered. 20.3 Compensation shall in no event exceed the value of the Goods at the place and time they are delivered to the Merchant or at the place and time they should have been delivered.

21 Prohibition to abandon the Goods to the Carrier
In no case the Merchant has the right to abandon the Goods to the Carrier for any reason whatsoever and/
or because same are damaged, spoiled and/or depreciated and/or for partial loss of the Goods and/or delay
in redelivery.

### 22 Delay

The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall in no circumstances whatsoe-ver and howsever arising be liable for direct, indirect or consequential loss or damage caused by delay if norwithstanding the foregoing the Carrier should be legally held liable for any direct, indirect or consequential loss or damage caused by such alleged delay, the Carrier's liability shall in no event exceed the Freight paid for the Carriage under this B/L.

23 Tracing of the Goods
The Carrier shall have six months time from date of Vessel's arrival for the purpose of tracing Goods which
eventually did not reach their destination.
In the case of the Carrier having traced Goods mislead, the Carrier shall have the right to redeliver same
even if legal suits have already been commenced. Upon obtaining delivery of said Goods, the Merchant shall
abandon the legal suit.

### 24 Scope of application

24 Scope of application
24.1 The terms of BLL shall at all times govern all responsibilities of the Carrier in connection with or arising
out of the supply of a Container to the Merchant, not only during the Carriage, but also during the period prior
to and/or subsequent to the Carriage land present and the land of t

25 Mandatory inspection by Authorities.
If by order of the authorities at any place, a Container has to be opened for the Goods to be inspected, the Carrier will not be liable for any loss or damage incurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the costs, expenses and charges for such opening, unpacking, inspection and repacking from the Merchange.

vari insks." rinsks" includes any blockade or any action which is announced as blockade by any Government, or ny belligerent or by any organized body, sabotage, piracy and any actual or threatened war, hostilities, like operations, act of war, civil war, civil commodino or revolution, acts of terrorists or of political group, laying of mines. In case of War risks of any nature the Carrier shall be entitled to all liberties, rights and immunities provided

In case of War risks of any nature the Carrier shall be entitled to all liberties, rights and immunities provided by clause 17 of this BCI.

In particular the Vessel shall have liberty to comply with any directions or recommendations as to loading, departure, arraival, routes, ports of call, stoppages, destinations, zones, valers, discharge, delivery (including any direction or recommendation not to go to the port of destination or to delay proceeding thereto or to proceed to some other port jueve by any Government or beligerent or organised body or persons ranged in civil war, bostilities or warlike operation or by any persons or body acting or purporting to act as or with the authority of any said Government or belligerent or organised body or persons. If y preason of or in compliance with any such direction or recommendation, anything is done or is not done by the Carrier, such shall not be deemed a deviation. All extra expenses (including insurance costs) involved in discharging the Goods at the loading port or in reaching or discharging the Goods at any other port shall be paid by the Merchant.

or in reaching or discharging the Goods at any other port shall be paid by the Merchant.

27 General Average and Salvage.

27.1 In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which the Carrier is not responsible, by statute, contract or otherwise, the Goods and the Merchant shall, jointly and severally, contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods.

18 asking ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the Carrier or its agent may deem sufficient to over the estimated contribution of the Goods and any salvage and special charges thereon shall, if required, be made by the Goods, Shippers, Consigness or owners of the Goods to the Carrier before delivery.

27.2 General average shall be adjusted according by Ork-Antwerp Rules 1994 and any subsequent modifications thereof at any port or place at the Carrier's option.

General average on a Vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that Vessel.

The Merchant shall give such cash deposit or other security as the Carrier or the operator may deem sufficient

the operator of that Vessel.

The Merchant shall give such cash deposit or other security as the Carrier or the operator may deem sufficient to cover the estimated general average contribution of the Goods before delivery if the Carrier or the operator requires, or, if the Carrier or the operator does not so require, within three months of the delivery of the Goods whether or not at the time of delivery the Werchant had notice of the Carrier's or the operator's lien. The Carrier shall be under no obligation for exercise any lien for general average contribution due to the Merchant in the event of any general average.

# 28 Both-to-blame collision clause. If the Vessel comes into collision with

28 Both-to-blame collision clause.

If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilol or the servants of the Carrier in the navigation or the management of the Vessel, the owners or the cargo carried hereunder will indemnify the Carrier against all loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying ship or her owners of said cargo, post or proceed by the other or non-carrying ship or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying Vessel or Carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

# 29 Himalaya clause.

29 Himalaya clause.
It is exprestly agreed that no servant, employee or agent of the Carrier (including every independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Shipper, Consignee or owners of the Goods or to any Holder of this Bit. for any loss, damage or delay of whatsoever to kniper, and in the course of or connection with its employment and, without prejudice to the generality of the foregoing provisions in this clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier of to which the Carrier is entitled hereunder shall also be available and shall extent to protect every such servant, employee or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this clause the or against or and starties acturing as anuresand and not the purpose or an the foreigning provisions of this clause the Carrier is or shall be deemed to be acting as agent or trusteen or behalf of and for the benefit of all persons who are or might be its servants, employees or agents from time to time (including independent contractors as aforesaid) and all such persons shall to this extent be or be deemed to be parties to the contract in or evidenced by this B/L.

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- in the shall have a lien on the Goods and any documents relating thereto for all sums payable to the under this or any other contract by any of the persons defined as Merchant in clause 1 and for General e contributions, to whomscever due, and for the cost of recovering them, and for that purpose shall engit to sell the Goods by public auction or private treaty without notice to the Merchant.

31 Container demurrage.
Containers, supplied by or on behalf of the Carrier, are granted to the Merchant for Carriage purposes only
The Carrier allows a period of free time of the number of days resulting from the clause inserted on the front
of this B.L. for the use of the Containers. Free time commences from the day each Container is discharged

to this ST. Unlife use for the Collisations. The time committees from the Vessel.

The Merchant is required and has the responsibility to return to the point or place designated by the Carrier each Container before or at the end of the above period of free time allowed. Failure to return each Container within the period of free time, the Merchant shall pay demurrages as per tariff incorporated in the clause inserted on the front of this BT. The Merchant is also liable for storage charges, port taxes and any other cost, expense and charge in connection to each Container.

32 Validity.

In the event that anything herein contained is inconsistent with any applicable international convention or national law which cannot be departed from by private contract, the provisions hereof shall to the extent of such inconsistency but no further be null and vold.