BILL OF LADING - TERMS AND CONDITIONS

DEFINITIONS
"Carriage" means the whole or any part of the operations and services undertaken or performed by the Carriar in respect of the opods covered by this Bill of Lading.
"Carrier" means the company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading.

"Carrier" releases the company stelled on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading has been issued.

"Charges" includes freight and all expenses and more politiquitions puyable to the Carrier in accordance with the applicable of the Carrier in Carrier in

"Rigue-Vely Tules" means the Haque Rulles as amended by the Protocol signed at Brusses on 20rd returnary 1900, as amended.

"Holder" means any Person being in possession of this Bill of Lading to or in whom rights of suit and/or liability under the Bill of Lading and the Lading through the Control of the Bill of Lading, any person owing or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any entitled to the possession of the Goods or the Bill of Lading, any person having a present or future interest in the Goods or any entitled to the possession of the Goods or the Bill of Lading, any person having a present or future interest in the Goods or any extended to the Lading and the Control of the Lading and for the fulliment of all and any Merchant's undertakings or obligations as defined in this Bill of Lading, and for the fulliment of all and any Merchant's undertakings or obligations as defined any the Bill of Lading and the Control of the Bill of Lading and the Control of the Bill of Lading and the Control of the Bill of Lading does not in the nomination of the Place of Reveil and the Place of Belvely any not be standard to the Flood of the Indiana of the Place of Reveil of the Place of Delivery on the front hered specify any place or spot within the area of the port nomination of the Place of Reveil of the Place of Belvely and the Control of the Bill of Lading does not in the nomination of the Place of Reveil of the Place of Belvely and the Control of the Bill of Lading does not in the nomination of the Place of Reveil of the Place of Belvely and the Control of the Bill of Lading does not in the nomination of the Place of Reveil of the Place of Belvely and the Control of the Bill of Lading does not in the nomination of the Place of Reveil of Reveil of Reveil of Reveil of Revei

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2. CARGER'S TARRET
The provision of the Contrier's applicable Tarriff, if any, are incorporated berein. Copies of such provisions are obtainable from the Contrier or his aperts upon request, where applicable, from a government body with whom the Tarriff has been filled. In the case of inconsistency between the Sill of Lading and the applicable Tarriff, has Bid. Lading shall presult.

WARRANTY
 In agreeing to these Terms and Conditions, the Merchant warrants that he is, or has the authority to contract on behalf of, the Person ovining or entitled to the possession of the Goods and this Bill of Lading or any Person who fas a present or future interest in the Goods and this Bill of Lading, and is therefore liable for any and all Charges and Duties in connection with the Goods.

4. NEGOTIABLITY AND TITLE TO THE GOODS.
4.1. This fill of Labring shall be more registrable unless made out "to orde" in which revert it chall be reportable and shall shall be received by the received to transfer the Goods beginned exceeded.
4.2. This fill of Ladring shall be print be develored of the taking in sharps by the Carrier of the Goods as breint described.
4.2. This fill of Ladring shall be print be develored of the taking in sharps by the Carrier of the Goods as breint described.
6.2. This fill of Ladring shall be print be develored by the Carrier of the Goods as breint described.
6.3. The Size of the Carrier of the Carrier

consideration to a third party acting in good faith.

5. CERTAIN MISTA SAM MAINITES FOR The CARRER AND OTHER PERSONS
5.1. The Carrier shall be entitled to sub-contract on any Terms the whole or any part of the Carriage.
5.2. The Merchant undertakes that the coline or allegation stable to made against any Person or Viessel whatboover, other than the Carrier including, but not limited in, the Carrier's servants or agents, any independent contractor and its servants or agents, which imposes or attempts to impose upon any such Person or Viessel any liability whistopeer in concention with the Goods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indemnity and hold harmiess the Carrier against all consequences thereof. Without praptices to the temping very war before and viesses that line whee the effort of a graph of the contraction of the Carrier, and the contract of the carrier and viesses that have the benefit of all carriers of the contraction of the carriers of the carriers of the contraction of the carriers of the carriers of the contract of the carriers of the

Lading.

5.4. The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

5.4. "The defences and imits of liability provided for in this Bill of Lading shall apply in any action against the Carrier whether the action be found in Contract or in Tort.

6. CARRIER'S RESPONSIBILITY.

6.1. Classer Parmount.

6.1.1. All Carriage under this Bill of Lading shall have effect subject to any legislation enacted in any country making the Hague or Hague Visity Macs computisorily applicable legislation of the September of Parmount.

6.1.1. All Carriage under this Bill of Lading shall have effect subject to any legislation enacted in any country making the Hague Visity Macs. 1.1. All Carriage under this Bill of Lading are held repoparant to the Hague Rules. How December of Cause c 7.1. 3 any Terms of this Bill of Lading are held repoparant to the Hague Rules. How December of A gray other computiny applicable legislation them such provision shall be nutled and volvimon invited the remaining provisions hereof.

6.1.3. Reference in the Hague, Hague-Visity or US COSCA to carriage by sea shall be deemed to include references to inland the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of discharge by the Carrier at the Port of Loading and the time of the Carrier at the Carrier at the Port of Loading and the time of the Carrier at the Carrier at the Port of Loading and the discharge before and the Port of Loading on remandered to the Vissel in casses of dismager or loss caused by the religion to the management of the

applicable before the stooks are showned with a mining of the Carrier undertakes to perform and/or in its own name to procure performance of the Carriage from the Place of Receipt on the Port of Loading whichever is applicable, to the Place of Discharge or the Place of Delevery undertakers applicable. The Carrier shall be under no lability withsolver for loss or damage to the Godes cooks are basen into the charge shall be under no lability withsolver for loss or damage to the Godes cooks are basen into the charge under the line of delevery only to the center provides herein.

6.3.2 If the stage of Carriage where the loss or damage occurred is known, the Carriers' lability shall be determined as follows: (a) by the provisions contained in any international convention or relational to the delevery only which provisions contained in any international convention or another than the provisions of the provisions or charge of the provisions of the

as per Clause 6.2.2 apply.

(d) If it is established that loss or damage occurred during the port-to-port leg for reasons stipulated in Clause 6.2.3

oby. If it is established that loss or damage occurred during the port-b-port lay for reasons situated in Clause 62.3 a dolor. Clause 6.2.3, agoles.

(I) In the event that part of the Multimodal Transport is a shipment to or from the USA and the damage to not so of the Goods occurs at the time between the leading at the Port of Leading and the discharging at the Port of Decharge, US DISCA shall apply, US CIGSA also applies before the Boods are a leaded on or after they are discharged from the vessel in the USA (I) With respect to road Carriage between countries in Europe bindly shall be delemined in accordance with the Common of the Contract for the International Carriager of Boods by Read (MK), Galed Migh 1; 25, and during at Carriage amended contract in Europe according to the international Agreement on Rollway? Transports (DM), dated February 25, as amended.

amended.

Solar life stage of Carriage when the loss or damage occurred is not known, the loss or damage shall be presumed to have occurred during the cosen voyage and shall in no event whatevoer and howsover strong, as defined in this Bill of Lidding, concerned 2.00% per kinground or pass seepling of the bloods lost or the managed or US 500 on 50% 666.00° per 240.00° of the colors of the company of the Sol or 500 of 50% 666.00° per 240.00° of Carriage.

Groupessition shall be calculated by reference to the value of the Goods at the time they were delivered to the Carriage.

of Carrios.

(i) In the new that the law which is against an experiment of the control of the co

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GENERAL PROVISIONS

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1.1. Study Liability Provisions
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7. Study Provision

has been issued in a country in which the flague fibries apply, the Carrier's lability shall not exceed GBP 100 per Package or unit. 7.12. US DOSA.

Notwithsteadings any of the foregoing to the contrary, in the event that suit is brought in a court in the USA and such country to Guase. As excepts principled, the ISO 2005 shall be computedly applicable to this contract of Carriage II fills contrary to Guase. As excepts principled in the ISO 2005 shall be computedly applicable to this contract of Carriage II fills are loaded on and after they are discharged from the Vessel. The Carrier's maximum liability in respect to the Goods shall not exceed US 5500 per customary right) until unless the nature and value of the Goods are and single in packages, USS 500 per customary right) until unless the nature and value of the Goods are this higher in packages. USS 500 per customary right) until unless the nature and value of the Goods are this proper in packages. USS 500 per customary right) until unless the nature and value of the Goods are this proper in a contract of the Carrier's the Indian of the package of the Biol of Lading and said Methods and the Carrier's the package of the Biol of Lading and said Methods and the Carrier's the Indian of the Carrier's shall not be liable for diskly, lability shall be limited to the flegal applicable to the relevant stage of the transport. It is freely agreed as the Carrier's shall not be liable for any loss or damage caused by a diskly.

(a) Unless expressly agreed, the Carrier does not undertake that the Goods shall arrier at the Ford To Charage or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier's shall not be liable for any loss or damage caused by delay.

(b) If it is constant of the package of the Carrier's shall not be liable for any loss or damage caused by delay in delaying resulted from

ILLL OF LADING - TERMS AND CONDITIONS
7.1.4 Readage or Shipping that limitation
Where the Hispan Eleast, the Hispan-Hisp Pales, or any legislation making such Rules compulsorily applicable (such as COGSA)
to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with clause 7.1.5 below, the
two to become ladie of any loss or demange to or in connection with the Boods in an amount per Paleogo or Shipping unit to
7.1.5. Ad Valorem. Shipper's declared Value of Package or Shipping Unit
Her Merchant agrees that higher compensation than that provided for in this Bill of Lading may not be claimed unless the nature
and value of the Boods have been declared by the Merchant prior to the commencement of the Carriage, and inserted on the front
value of the Boods have been declared by the Merchant prior to the commencement of the Carriage, and inserted on the front
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7.1.7. But at:

1. It is agreef that superficial rust, oxidations or any like condition due to moisture, is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions or new colosation or the lied dont exist on receipt.
7.1.8. Notice of Loss or Damage.
7.1.8. Notice of Loss or Damage.
7.1.8. Victor of Loss of

7.19. Time bar

The Carrier shall be discharged of all liability unless suit is brought in the proper forum and written notice thereof received by
the Carrier within nine monits after delivery of the Goods or the date when the Goods should have been delivered. In the event
that such time period shall be found containt to any convention or law computationly applicable, the period prescribed by such
convention or law shall than apply but in that circumstance only.

7.11. Oscipce of Application and exclusions.

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This region of Application and exclusions.

The first, electronic influence and liberties of whatosever nature provided for in this Bid of Lading shall govern in
order that the Carrier for toos or draining or delay, toworder counting and whether the action be founded in contract
ord that.

or in tut.

(b) Save as otherwise provided herein, the Carrier shall in no circumstances whatoever and howscever arising he liable for direct or indirect or consequential loss or damage or toss of profits, unless it is established that the Carrier himself acted with the letter to case damage or redskelsy advit him houselegt better damage would probably result. The Merchant shall indemnify the Carrier against any customs liabilities even if caused by loss of the Goods.

the Carrier against any customs liabilities even if caused by loss of the Gods.

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caused by or as a result of delay, including the reasonable legal expenses and costs of recovering the costs nourred and interest thereon.

8.4. The other Center that the observation and produced the costs of the

Carrier. Any soldr innormation steal not constitute any declaration or value of the usoos and small in no way, increase carriers and state the carriers of the state of the carriers of the carriers of the carriers of the state of th

CONTAINERS

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9.1. Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.

9.2. The Terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier in connection with arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

9.3. If a Container has been stuffed by or on behalf of the Merchant 9.3.1. The Carrier shall not be liable for loss of or damage to the Goods

9.3.1. The Carrier shall not be label for loss of or damage to the Goods (a) caused by the manner in which the Container has been sufficied; (b) caused by the unsultability of the Goods for Carriage in Container, or Container provided that where the Container has been supplied by the unsultability or detective contained in the Container provided that where the Container has been supplied by the unsultability or detective container for the Container provided that where the Container has been supplied by the Container has agreed to seal the container.

container.

3.9.2. The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense shallower from one or more of the mattlers covered by 9.3. full(bill(c))); above from one or more of the mattlers covered by 9.3. full(bill(c)); above from the contraint of the matter of the contraint of the profit of the contraint of the contraint of the profit of the contraint of the cont

10. TEMPERATURE CONTROLLED CARGO

10.1. The Merchant undertakes not to benefir for transportation any looses which require temperature control will not 10.1. The Merchant undertakes not to be lot of the first of the sight of the first one of the sight of the sight of the sight of the first of the sight of the sight

If the above requirements are not compose the control of the contr

Carries shall not be responsible for the consequences of cargo being presented at higher temperature than that required for the Carriage, nor Carriage, nor

11. INSPECTION AND DISPOSITION OF GOODS
11.1. The Carrier or any person authorised by the Carrier shall be entitled, but under no obligation, to open any Container or Package at any time and to inspect the Goods.
11.2. If it appears at any time, in the sole judgment of Carrier, that the contents of the Container or any part thereof carrier safely or properly be carried or carrier of them, either at all or, without incurring additional expense or taking any measures in relation to the Container or its contents or any part thereof, the Carrier may at the sole risk and expense of the Merchant abandon the transportation thereof and/or take any measures and/or long any time additional expense to carry or to continue the Carriage or to store the same ashore or allow at under cover or in the open, at any place, which storage shall be deemed to constitute one delivery under the Sid of Lading. The Merchant shall addimnify the Carrier and additional expenses.

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12. MATTERS AFFECTING PERFORMANCES
If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind
including the condition of the Gloods), whensever and hoveoever arising (whether or not the Carriage has commenced) the
Carrier may in its oble discretion.

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oteramine; or 12.2. Suspend the Carriage of the Goods and store them ashore or affoat under these Terms and Conditions and endeavour to forward them as soon as possible, but the Carrier makes no representations as to the maximum period of suspension. If the Carrier elects to invoke the terms of this clause, he stall be entitled to charge such additional Freight and costs as the Carrier Control exists to invoke the terms of this clause, he shall be entitled to charge such sourcease in regular way.

12.3. Abandon the Carriage of the Goods and place them at the Mechanish disposal at any place or port which the Carrier may determine.

12.3. Abandon the Carriage of the Goods and place them at the Mechanish disposals at any place or port which the Carrier may deem said and connective them to the proposal to the Carrier in respect of such Goods shall cosses. The Carrier shall never theires be entitled to buil Prejut on the Goods received for the Carriage, and the Mechanish shall gary any additional costs under this Clause. This shall not prejudice it is girll to softeney abandon the Carriage.

12.4. The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person purporting to act as or on behalf of such government or authority.

13. METHODS AND ROUTE OF TRANSPORTATION 13.1. 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 not any Vessel whether named on the front hereof or not, transfer the Goods from one conveyance to another lessel than that named on the front hereof or by any other means of

transport whatsoever at any place unpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever proceed at any speed and by any route in his discretion (whether or not the nearest or most or outsomary or advertised route) and proceed to or stay at any power whatsoever once or more often and in any order; load or unload the Goods from any conveyance at any place complete or stay at any power of excentioners of the other thread as the intended the food between the complete of the content of excention whether or not be possible or supported or all the proof of excentioners of excentioners or the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without plots, by one or between or the directions, contraband, explosives, munitions or warfiles stress and sail amend or nammed. It is a contraband, explosives, munitions or warfiles stress and sail amend or nammed. It is a contraband to the contraband con

within the contractual Carriage and shall not be a deviation of virtualseeer nature or degree.

• DEPTIONAL STONING-DECK CARGO AND ILLESTOOK

14.1 Sooks may be consolidated by the Carrier with other Goods in Containers.

14.1 Sooks may be consolidated by the Carrier with other Goods in Containers.

14.2 Goods of any develoption whether specied in Cordinaters or not may be stored on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsever nature or degree unless on the reverse side hereof it is especifically stipulated that the Cordinaters of Goods will be carried under deck. It carrier of the och, the Carrier shall not be required to note, mark or stamp on the Bill of Lading; any statement of such Carriage being on deck. Solgiest to clause 16 and clause 13 and clause 13 and clause 13 and clause 14 and

15. ISPS Code 5.1. The Me

ISPS Code.

1. The More characteristic comply with the requirements of the ISPS Code. If the Carrier is held liable by any State Authority or any other third party the Merchart will indemnify and hold the Carrier harmiess from any damages resulting from the violations of the ISPS Code by the Merchart will indemnify and hold the Carrier any code to coveness whatever arising out of or elabel to security 15.5. The Merchart underside is sequently by the port facility or any relevant authority in accordance with the ISPS Code in relation to the Mercharts Goods. See relative to the Violation of the ISPS Code and the Goods there if the authorities in the Port of Discharge have increased its level of security according to the ISPS Code after the Goods there if the authorities in the Port of Discharge have increased its level of security according to the ISPS Code after the Goods there if the authorities in the Port of 15.4. The Merchart undertakes to compensate any costs and expenses suffered by the Carrier because of a delay of the vessel resulting train a validation of the ISPS Code by the Merchart.

6. DELIVERY OF GOODS

DELVIEW OF GOIDOS. If delivery of cook or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice the remove from a Cortainer and to be robe feed to shall be not a Cortainer and to share the Goods or that part hereof statured, and or to a Cortainer and to share the Goods or that part hereof statured, not not a Cortainer and to share the Goods or that part hereof share, afford, in the open or under cover at the sole risk and opposes of the Merchant Such storage shall constitute due delivery hereunder, and thereupon the lability of the Carrier in respect of the Goods or that part thereof shall cases.

17. DANGEROUS GOODS

I. DANESCROUS COODS.
17.1. No pooks which are or may become hazardous, dangerous, inflammable or damaging (including radioache materials), shall be leadered be feedered by the feeder of the Carriage without his express consent in writing, and without the Container as well as the Goods therealves being distinctly marked on the outside so as to include the native and character of any such Goods are so as to comply with any applicable laws, regulations or requirements. If any such Goods are delivered to the Carrier without inflammable or damaging radius, they may at any time be destroyed, disposed of, bisonicide, or rectain harmost without compensation to the Microbant. They may at any time be destroyed, disposed of, bisonicide, or rectain harmost without properties without properties of the properties of the properties without properties without properties without properties without properties of the properties of the properties without prop

18. BOTH-TO-BLAME COLLISION
If the ressel on which the Goods are carried the carrying vessel comes into collision with any other vessel or object to result of the negligence of the non-carrying vessel or object on the owner of, charterer of or person responsible for the non-carrying vessel of object, the Merchant undertakes to defend, indemnity and hold harmless the Carrier against all claims by or liability to and repeties arrising thereform any vessel or person in respect of any less of, or damage to, or any claim whatsoever of the Merchant paid or pepalde to the Merchant by the non-carrying vessel or object or the owner of, charterer of or person response to the Merchant paid or pepalde to the Merchant by the non-carrying vessel or object or person response the form on-carrying vessel or object or person response the form on-carrying vessel or object or personal parts. The carrier, the carrying vessel or her owners or charterers.

19. CBLEAR ANSWEE

19. This To emy declare General Average which shall be adjustable according to the York/Antwerp Rules of 1074 as amended at any place at the option of the Carrier and amended attended at any place at the option of the Carrier and amended attending to the Carrier and amended attending to the Carrier and the Merchant shall provide such security as may be required by the Carrier in the comerction.

19.2. Notwithstancing 19.1, above, the Merchant shall defend, indemnity and bold harmless the Carrier in respect of any dam security as may be required by the Carrier in this comerction.

19.3. The Carrier shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to take any steps whatseever to collect security for General Average contributions due to the Merchant shall be under no obligation to the Merchant shall be under no obligation to the contributions due to

19.3. The Larner shall be unifor no dolugation to take any signs whatsoever to collect security for Centeral invertage commissions due to the Mechants and English and English

LEN
The Carrier shall have a lien on the Goods and any documents relating thereto to all sums payable to the Carrier under this
contract and for general average contributions, to whomsoever due. The Carrier shall also have a lien against the current Holder
on the Goods and any documents relating thereto for all sums due from the Carrier under any other contract. In any event,
any lies shall action to over the cost of reveroy the sums due, and for that purpose the Carrier shall have the right to sell the
Goods by public auction or private breaty, without notice to the Merchant.

22. WRIATION OF THE CONTRACT No severant or apert of the Carrier shall have power to waive or vary any of the Terms hereof unless such waiver or variation is Carrier so to write or rank.

sion in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self-regulatory agency ch invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not

AFFICA CAUSE
In case of a Nutrimodal Transport Carriage to or from the continent Africa, the responsibility of the Carrier prior to lading and subsequent to discharge of the vessel at a port in the connection of Africa, notwithstanding any other provisions to the contrary in the Bild of Lading, so made by the test less of Lading and the stage of Lading and the stage of Lading and the stage of Lading and the Lading and Lading

Coll and other cases the Carrier and sales are some control of the Goods is solely for information of the Carrier, and failure to give such most process. The Carrier and solely for information of the Carrier, and failure to give such most process. The Carrier and solely for information of the Carrier, and failure to give such most financial not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

25. In 18 merchant of any obligation hereunder.

25. In 18 merchant of the Carrier and failure to give such most financial not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

25. It is not seen of the Carrier and failure to give such most financial not involve the Carrier shall be all help to dischage the Goods at the Port of Discharge, without notice, directly they come to head, at or oth any wharf, carl or place, or any valg and at any time, whereapon changes, due so other expenses the range be or become pagels, unless and to the earlier to discharge, the Goods at the Port of Discharge, without notice, discharged, care or other expenses the range be or become pagels, unless and to the earlier that any pagellace compulsory; in the carrier's applicable normalisers and conditions of this Bill of Lading shall confinue to operate during such additional complants; present or responsibility. The Merchant at the time and place where the Carrier's entitle to call upon the Merchant to take delivery for Boods in intellect to take the place of the Carrier's applicable larief (see clause 2).

25. 4. If the delivery for Boods is into take the place of the Carrier's applicable larief (see clause 2).

26. 4. If the delivery of the Goods is into take the place of the Carrier's applicable to any page to the Carrier's applicable to all upon the Merchant to take delivery the test of the Carrier's applicable to any page to the Carrier's applicable of the Carrier's any page to the Carrier's applicable of the Carrier's any page to the Carrier's and page to t

26. LAW AND JURISDICTION

Law ANU difficult Unified them any claim or dispute arising under this Bill of Lading shall be governed by the laws or them going and representation of the properties of the