

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) DANICA AQUA EXPORTS PRIVATE LIMITED SURVEY NO. 4/10 TO 4/19, YERUKONDA VILLAGE, POOSAPATIREGA MANDAL*		BOOKING NO. 2726284540	BILL OF LADING NO. OOLU2726284540
CONSIGNEE (COMPLETE NAME AND ADDRESS) TO ORDER OF JOINT STOCK COMMERCIAL BANK FOR INVESTMENT AND DEVELOPMENT OF VIETNAM, TAY DO BRANCH		EXPORT REFERENCES RATE FOLDER 00019385 IN SHPR IEC 2615902555	
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see Clause 13 on reverse)) SEAVINA JOINT STOCK COMPANY LOT 16 A-18, TRA NOC 1 INDUSTRIAL ZONE, TRA NOC WARD, BINH THUY DISTRICT**		FORWARDING AGENT-REFERENCES FMC NO.:  POINT AND COUNTRY OF ORIGIN OF GOODS	
PRE-CARRIAGE BY	PLACE OF RECEIPT VISAKHAPATNAM	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS *535213, VIZIANAGARAM DISTRICT, ANDHRA PRADESH, INDIA **CAN THO CITY, VIETNAM ++INDIA +++PORT VIETNAM	
VESSEL/VOYAGE/FLAG CMA CGM GEORGE SAND 106 E	PORT OF LOADING VISAKHAPATNAM PORT, ++	LOADING PIER/TERMINAL VIZAG	ORIGINALS TO BE RELEASED AT
PORT OF DISCHARGE HO CHI MINH CITY +++	PLACE OF DELIVERY HO CHI MINH CITY +++	TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD) FCL / FCL CY/CY	

(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL) **PARTICULARS DECLARED BY SHIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER**

CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
OERU4095385 /OOLHTA2599	1700 CARTONS	1700 CARTONS /FCL/FCL /40RQ	28900.000KGS	
	1700 CARTONS	1 X 40 FCL TOTAL 1700 MASTER CARTONS FROZEN RAW HEADLESS SHELL ON VANNAMEI SHRIMPS, FIRST GRADE, LATIN NAME: LITOPENAEUS VANNAMEI PACKING : BLOCK, 1.8 KGS N.W X 6 BLOCKS / CTN H.S.CODE: 030617 COUNTRY OF ORIGIN: INDIA SB NO : 4431527 DATED: 06.10.2023 NET WEIGHT: 18360.000 KGS GROSS WEIGHT: 28900.000 KGS LC NUMBER: LI23B12414 FREIGHT PREPAID	28900.000KGS NET WEIGHT 18360.000KGS	

**NOTICE 1:** For carriage to or from the United States of America, (i) Clauses 4 and 23 on the reverse side hereof limit the Carrier's liability to a maximum of U.S.\$500 per package or customary freight unit by virtue of incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"), unless the Merchant declares a higher cargo value below and pays the Carrier's ad valorem freight charge; and (ii) if carried on deck at Merchant's risk as to perils inherent in such carriage but in all other respects subject to the provisions of COGSA.  
**NOTICE 2:** See Clause 28 on the reverse side hereof: Notice to Endorse and/or Holder and/or Transferee.  
**NOTICE 3:** If Goods carried on deck at Merchant's risk without responsibility for loss or damage howsoever caused.

**Declared Cargo Value US\$** . If Merchant enters a value, Carrier's limitation of liability shall not apply and the ad valorem rate will be charged.

FREIGHT & CHARGES PAYABLE AT:		SERVICE CONTRACT NO.	DOC FORM NO. 0	COMMODITY CODE	Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as herein provided.  The receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back hereof and to the Carrier's applicable tariff.  In witness whereof 3 original bills of lading have been signed, one of which being accomplished, the other(s) to be void. DATE CARGO RECEIVED 7 OCT 2023  DATE LADEN ON BOARD o 10 OCT 2023  DATED 10 OCT 2023	
CODE	TARIFF ITEM	FREIGHTED AS	RATE	PREPAID		COLLECT
The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in pamphlet form.  + STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING * SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF QF001 HQD 01/01						SIGNED OOCL (INDIA) PRIVATE LIMITED BY:  , as agent for  ORIENT OVERSEAS CONTAINER LINE, AS CARRIER ♦

**COPY NON NEGOTIABLE**

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

PROFORMA - NON NEGOTIABLE

VESSEL: CMA CGM GEORGE SAND

VOYAGE: 106 E

B/L NO.: OOLU2726284540

CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
		TEMPERATURE SETTING TO BE AT - 18 DEGREE CELSIUS		
OCEAN FREIGHT PREPAID TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): 1 CONTAINER(S)/PACKAGE(S) DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO LAWFULLY DEMANDS DELIVERY OF THE CARGO. SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER DESTINATION OFFICE ADDRESS: OOCL (VIETNAM) CO., LTD UNIT 1301-1305, 13TH FLOOR, SAIGON TRADE CENTER, 37 TON DUC THANG ST., DISTRICT 1, HO CHI MINH CITY, VIETNAM. PHONE: 84 28 39116006				
DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE				

SIGNED OOCL (INDIA) PRIVATE LIMITED  
BY:

, as agent for

**COPY NON NEGOTIABLE**

ORIENT OVERSEAS CONTAINER  
LINE, AS CARRIER ♦

THIS BILL OF LADING IS A 3 PAGE DOCUMENT AND CARRIAGE OF GOODS IS SUBJECT TO OOCL'S STANDARD  
TERMS AND CONDITIONS OF CARRIAGE, WHICH APPEAR AT THE END HEREOF AS PAGE 3

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at [www.oocl.com](http://www.oocl.com), in Carrier's published US tariffs, and in pamphlet form.

RECEIVED in exempt apparent good order and condition, unless otherwise indicated, the number of containers, packages or other customary freight units as follows: (a) Total number of Containers/Packages received and acknowledged by the Carrier on the face hereof subject to all the terms and conditions hereof from Place of Receipt or the Port of Loading, whichever is applicable, to Place of Delivery or Port of Discharge, whichever is applicable. Weights, measurements, marks, numbers, quantity, and other data mentioned herein are to be considered unknown by the Carrier.

Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees that the vessel and its crew are subject to the laws, regulations or requirements of the country of origin, whether written, printed, stamped or otherwise incorporated herein, as fully as they are all signed by such Merchant.

1) **IDENTITY AND DEFINITION OF CARRIER.** "Orient Overseas Line Limited" and "OOCL" are trade names for transportation provided separately by: Orient Overseas Container Limited ("OOCL") and OOCL Europe Limited ("OECL") respectively as follows:-

(a) OECL shall be deemed the Carrier for transportation of Goods where those Goods are either loaded or discharged in any of Russia, Poland and Turkey.

(b) OOCL shall be deemed to be the Carrier for Goods not carried in 1 (a) above.

For the avoidance of doubt, for the purpose of this Clause, transportation of Goods in either Russia, Poland or Turkey is not to be regarded as loading or discharging Goods.

If it is ultimately adjudged that a second person or entity, including without limitation, the Vessel, her owner, operator, demise, time, spot and space charterer and/or another member of an alliance and/or consortium and/or joint arrangement of which the Carrier may be a member, is also a carrier/charterer then that person or entity shall have the benefit of all the rights and defenses provided for in this Bill of Lading by law.

Notice is hereby given that the Carrier is a member of alliances and/or consortia and/or joint arrangements. The members of such groups, including Carrier, reserve the right to carry cargo for each other, and otherwise cooperate with each other in the carriage of cargo, without notice to the Merchant. In the case of such carriage, however, the terms and conditions of this Bill of Lading shall apply, and the Merchant shall be bound by them and Carrier shall be deemed in all instances to be the Carrier of the Goods, subject to the terms and conditions of this Bill of Lading.

2) **DEFINITIONS** Without limitation of any definition in any applicable law herein mentioned: "VESSEL" shall include the vessel(s) named in this Bill of Lading, any substituted vessel(s), any vessel to which transportation may be made in the performance of this contract and any other means of transportation whatsoever, owned, chartered, operated or controlled and used by the Carrier or Participating Carrier in the vessel of this contract. "MERCHANT" means the Shipper, consignee, endorsee, transferee, Holder of this document, consignee, receiver of the Goods by bill of lading or other person entitled to possession of the Goods and anyone acting on behalf of any such person.

(a) Goods received from the Shipper and which any Container not supplied by or on behalf of the Carrier. "HOLDERS" means any person for the time being in possession of this Bill of Lading to whom the property interest in the Goods has passed on or by reason of the contract of carriage of the Goods or the performance of this Bill of Lading or otherwise. "PARTICIPATING CARRIER" shall include any other sea, water, air or carrier performing any part of the carriage provided herein. "CONTAINER" includes any container, trailer, transportable tank, flat, pallet, cradle, sled or any similar article of transport used to consolidate or transport Goods. "LADEN ON BOARD", when noted on this Bill of Lading shall mean that the Goods have been placed on board the Vessel or any other mode of transport used by or on behalf of the Carrier or Participating Carrier enroute to the Port of Loading shown on the face of this Bill of Lading.

(b) Goods received from the Shipper and which any Container not supplied by or on behalf of the Carrier. "HOLDERS" means any person for the time being in possession of this Bill of Lading to whom the property interest in the Goods has passed on or by reason of the contract of carriage of the Goods or the performance of this Bill of Lading or otherwise. "PARTICIPATING CARRIER" shall include any other sea, water, air or carrier performing any part of the carriage provided herein. "CONTAINER" includes any container, trailer, transportable tank, flat, pallet, cradle, sled or any similar article of transport used to consolidate or transport Goods. "LADEN ON BOARD", when noted on this Bill of Lading shall mean that the Goods have been placed on board the Vessel or any other mode of transport used by or on behalf of the Carrier or Participating Carrier enroute to the Port of Loading shown on the face of this Bill of Lading.

(c) Goods received from the Shipper and which any Container not supplied by or on behalf of the Carrier. "HOLDERS" means any person for the time being in possession of this Bill of Lading to whom the property interest in the Goods has passed on or by reason of the contract of carriage of the Goods or the performance of this Bill of Lading or otherwise. "PARTICIPATING CARRIER" shall include any other sea, water, air or carrier performing any part of the carriage provided herein. "CONTAINER" includes any container, trailer, transportable tank, flat, pallet, cradle, sled or any similar article of transport used to consolidate or transport Goods. "LADEN ON BOARD", when noted on this Bill of Lading shall mean that the Goods have been placed on board the Vessel or any other mode of transport used by or on behalf of the Carrier or Participating Carrier enroute to the Port of Loading shown on the face of this Bill of Lading.

(d) Goods received from the Shipper and which any Container not supplied by or on behalf of the Carrier. "HOLDERS" means any person for the time being in possession of this Bill of Lading to whom the property interest in the Goods has passed on or by reason of the contract of carriage of the Goods or the performance of this Bill of Lading or otherwise. "PARTICIPATING CARRIER" shall include any other sea, water, air or carrier performing any part of the carriage provided herein. "CONTAINER" includes any container, trailer, transportable tank, flat, pallet, cradle, sled or any similar article of transport used to consolidate or transport Goods. "LADEN ON BOARD", when noted on this Bill of Lading shall mean that the Goods have been placed on board the Vessel or any other mode of transport used by or on behalf of the Carrier or Participating Carrier enroute to the Port of Loading shown on the face of this Bill of Lading.

3) **CARRIER'S TARIFFS** The terms of the applicable tariff(s) of the Carrier are incorporated herein. Copies of the relevant applicable tariff(s) are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of Lading and the applicable tariff(s), this Bill of Lading shall prevail except in the United States of America where the provisions of the tariff shall prevail.

4) **CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT**

(A) Port to Port Transport  
If carriage is Port to Port Transport, the responsibility (if any) of the Carrier for loss or damage to the Goods occurring from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge shall be determined in accordance with the provisions of Clause 4(C).

The Carrier shall be under no liability whatsoever for loss or damage to the Goods or non-delivery or misdelivery howsoever caused if such loss or damage, non-delivery or misdelivery arises prior to loading onto or subsequent to discharge from the Vessel. Notwithstanding the above, in case and to the extent that the Carrier is held liable for loss or damage to the Goods, the Carrier shall have the benefit of every right, defence, limitation and benefit of the Hague Rules during such additional compulsory period of responsibility notwithstanding that the loss, damage or injury occurred not at or after such time.

(B) Combined Transport  
If carriage is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance of the carriage from the Place of Receipt or the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge whichever is applicable and, save as is otherwise provided for in this Bill of Lading, the Carrier's liability for loss or damage to the Goods shall be as follows:-

(i) If the stage of carriage where loss or damage occurred is not known  
(ii) Exclusions  
(iii) Carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and damage to the Goods save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or damage was caused by:

- (a) An act of omission of the Merchant;
- (b) Insufficiency or defective condition of packing or marking;
- (c) Compliance with the instructions of persons entitled to give them;
- (d) Handling, loading, stowage or unloading of the Goods by the Merchant;
- (e) Inherent vice of the Goods;
- (f) Strike, lockout or restraint of labour from whatever cause whether partial or general;
- (g) A nuclear incident;
- (vii) Any cause or event which the Carrier could not avoid and the consequence of which he could not prevent by the exercise of reasonable diligence.

(b) **Burden of Proof** The burden of proving that any loss or damage was caused by one or more of the events mentioned in (B)(vii)(a)-(g) shall rest upon the Carrier. In the absence of such proof, in the circumstances of the case, the loss or damage could be attributed to one or more of the events specified in Clauses 4(B)(i)(a)-(vii) then it shall be presumed that it was so caused and in such circumstances the burden of proof shall be on the Merchant to prove that the loss or damage was not caused wholly or partly by one or more of these events.

(c) **Limitation** If the Carrier is liable for loss or damage to the Goods then the amount of compensation shall be calculated by reference to the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum liability hereunder shall in no circumstances exceed US\$2 per cubic meter of gross weight of the Goods lost or damaged unless the value of the Goods has been declared on the Bill of Lading and, in the circumstances of the case, the loss or damage has been paid without the declared value (if higher) as shown on the face of the Bill of Lading shall be substituted for the above limit and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

2. If the stage of carriage during which loss or damage occurred is known  
Notwithstanding anything provided for in Clause 4(B)(i) if the stage of the carriage where loss or damage to the Goods is known then subject to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge the Carrier's liability in respect of any such loss or damage occurring shall be determined as follows:-

(a) By the provisions contained in any international convention or national law, which provisions cannot be departed from by any legislation enacted in any country making the Hague or Hague-Visby Rules compulsorily applicable and in the absence of any such legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United States of America. In circumstances where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to Clause 23 (a) (in default declaration) the Carrier's responsibility shall in no event exceed GBP100 per package or customary freight unit.

If any terms of this Bill of Lading are held repugnant to the Hague Rules, Hague-Visby Rules, COGSA or any other compulsory applicable legislation then such provision shall be null and void to the extent of such invalidity without invalidating the remaining provisions hereof.

References in the Hague, Hague-Visby Rules, or COGSA to carriage by sea shall be deemed to include references to inland waterways or waterborne carriage.

(D) **USA Clause Paramount** (if applicable)  
If carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the actual custody of the Carrier or its sub-carrier or in the actual custody of the sea-transport in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be.

2. The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howsoever caused while the Goods are in the United States of America away from the sea-transport and are not in the actual custody of the Carrier. At all times the Carrier acts as agent only for and on behalf of the Merchant and agrees to procure transportation of the Goods in accordance with the usual terms, conditions and tariffs of Participating Carriers. If for any reason the Carrier is desired the right to act as agent only at these times, its liability for loss and damage to the Goods or non-delivery or misdelivery thereof shall be determined in accordance with Clause 4(B) hereof.

3. If COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight unit unless the value of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in this regard. In the actual custody of the Carrier or its sub-carrier and the declared value (if higher) shall be substituted for the limit and any partial loss or damage shall be adjusted pro-rata on the basis of such declared value.

4. Except as provided herein in Clauses 4(B)(1) and (2), and where COGSA does not apply by operation of law, Carrier's liability will be governed by COGSA unless otherwise indicated. In any event, the body of applicable law governing the carriage of the transport where the loss occurred is more favourable to the Carrier (with regards to defenses and limitations), in which case that other body of law will apply.

5) **WARRANTIES.** The Merchant represents, warrants and agrees that:  
(a) The Goods and any Containers packed by the Merchant are packed and loaded in such a manner as to be handled under the ordinary conditions of carriage without damage to the Goods or Containers or other property of the Merchant.  
(b) Any Goods placed by the Merchant in Containers are compatible and suitable for transportation in Containers.  
(c) He is or has the authority of the person owning or entitled to the possession of the Goods and this Bill of Lading and the Merchant warrants that the Carrier is not responsible for or on behalf of the Carrier meets all ISO and/or other applicable national or international safety standards and is fit in all respects for carriage by the Carrier.

6) **MERCHANT'S RESPONSIBILITY AND INDEMNIFICATION**  
1. All of the persons coming within the definition of Merchant shall be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by the Merchant in this Bill of Lading and remain so liable throughout the transportation notwithstanding their having transferred this Bill of Lading and/or title to the Goods to another party.  
2. The Shipper further warrants to the Carrier that the particulars relating to the Goods as set out on the face of this Bill of Lading have been checked by the Shipper on receipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Merchant are true and correct, accurate and complete, accurate and complete.  
3. The Shipper shall indemnify the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no way limit its responsibility and liability under this Bill of Lading to any other person or entity.

4. The Merchant undertakes not to tender for transportation any Goods which require refrigeration without giving written notice of their nature and the required temperature setting of the refrigeratic controls before receipt of the Goods by the Carrier.  
5. The Merchant agrees to indemnify and hold harmless the Carrier against all and any claims, loss, damage, fines or expense arising or resulting from any breach of any warranty or other obligation of the Merchant under the terms of this Bill of Lading or application law (including but not limited to those the Carrier may incur or incur to any person which the Carrier may suffer by reason of any such breach). In the event of any such breach, the Carrier shall be entitled to recover from the Merchant any action brought by third parties or to prosecute any claim against the Merchant arising from the Merchant's obligation(s) under this Bill of Lading.

7) **REGULATIONS RELATING TO GOODS**  
The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, inflammable, radioactive or otherwise hazardous nature unless the Merchant has given written notice of their nature to the Carrier and marking the Goods and their Container or other covering on the outside as required by any laws or regulations which may be applicable during the carriage. Goods which are so marked and so packed as to be required to be so marked, "on deck" carriage on the face of this Bill of Lading, unladen, unloaded, or rendered harmless without compensation, and if the Merchant has not given notice of their nature to the Carrier under Clause 8(1), the Carrier shall be under no liability to make any general average contribution in respect of such Goods.

8) **SHIPPER-PACKED CONTAINERS**  
1. If a Container has not been filled, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss or damage to the Goods contained therein and the Merchant shall indemnify the Carrier against all loss, damage, liability or expense incurred by the Carrier, if such loss or damage, liability or expense has been caused by:  
(a) the manner in which the Container has been filled, packed, stuffed or loaded or  
(b) the unsuitability of the contents for carriage in Containers or  
(c) the unsuitability or defective condition of the Container arising without any want of due diligence on the part of the Carrier to make the Container reasonably fit for the purpose for which it is required; or  
(d) the unsuitability of the manner in which the Container is packed or the improper setting of any temperature controls thereof which would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, packed, stuffed or loaded; or  
(e) the packing of temperature controlled Goods as other than the loaded temperature.

2. The Shipper is responsible for the packing and sealing of all Shipper-packed Containers. The Shipper shall inspect Containers before stuffing them and the use of the Containers shall be prima facie evidence of the receipt of the Container in good order and in the condition in which it was received by the Carrier. If a Shipper-packed Container is delivered by the Carrier with its seal intact, the Carrier shall not be liable for any shortage of Goods. If a claim for shortage is made against the Carrier, the Merchant agrees to indemnify the Carrier against all and any costs (including, but without limitation, legal costs), expenses, liabilities or losses of whatsoever nature suffered and/or incurred in connection with any such claim.

9) **DANGEROUS GOODS AND CONTRABAND**  
1. The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, inflammable, radioactive or otherwise hazardous nature unless the Merchant has given written notice of their nature to the Carrier and marking the Goods and their Container or other covering on the outside as required by any laws or regulations which may be applicable during the carriage. Goods which are so marked and so packed as to be required to be so marked, "on deck" carriage on the face of this Bill of Lading, unladen, unloaded, or rendered harmless without compensation, and if the Merchant has not given notice of their nature to the Carrier under Clause 8(1), the Carrier shall be under no liability to make any general average contribution in respect of such Goods.

2. The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Containers or Goods containing any contraband.  
3. If the requirements of sections 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all loss, damage or expense of whatsoever nature and howsoever arising out of such Goods or Containers being tendered for transportation or delivered to or handled or carried by the Carrier.

10) **DECK CARGO AND LIVESTOCK**  
1. Goods not being Goods stowed in Containers other than flats or pallets) which are stated herein to be carried on deck and on deck, whether or carried on deck, shall be carried on deck and the Merchant shall be liable for loss or damage to the Goods of whatsoever nature arising during carriage by sea whether caused by seaworthiness or negligence or any other cause whatsoever, except that in respect of Goods carried to or from the United States of America Goods are carried on deck at the Merchant's risk as to perish interest in such carriage but in all other respects subject to transport law.

11) **OPTIONAL STOWAGE**  
1. The Goods may be stowed by the Carrier in Containers or similar articles of transport used to consolidate Goods.  
2. Goods stowed in Containers other than flats or pallets, whether by the Carrier or the Merchant, may be carried on or under deck without notice to the Merchant. Goods (other than livestock) whether carried on deck or under deck shall participate in general average and shall be deemed to be within the definition of Goods for purposes of the Hague Rules, Hague-Visby Rules or COGSA, as the case may be.  
3. If Goods not in Containers are carried on deck, the Carrier shall so state such carriage on the face hereof. When Goods are carried on deck, the Carrier shall be required to specify "on deck" carriage on the face of this Bill of Lading, unless custom to the contrary notwithstanding.

12) **DESCRIPTION OF GOODS**  
1. This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in external apparent good order and condition except as otherwise noted of the total number of Containers or other packages or units identified on the face hereof as the Number of Containers or other packages or units received and acknowledged by the Carrier.  
2. No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description particulars.  
3. Any reference to temperature do the term "apparent good order and condition" when used in the Bill of Lading with reference to Goods which require refrigeration does not mean that the Goods, when received were verified by the Carrier as being at the booked temperature and no reliance shall be placed by the Carrier on the accuracy of such temperature shown on the face of this Bill of Lading.

13) **NOTIFICATION AND DELIVERY**  
1. Except as provided by tariff, any mention herein of notify parties is solely for the Carrier's information, and failure to give notification shall not render the Carrier liable nor relieve the Merchant of any obligation to the Carrier.  
2. The Merchant shall take delivery of the Goods within the time specified in the Carrier's applicable tariff.  
3. If the Merchant fails to take delivery of the Goods or of part then upon expiration of the tariff's prescribed free time, the Goods shall be deemed to have been delivered to the Merchant and the Carrier may with or without notice, but subject to its lien, deliver the Goods if and when they are ready for delivery to the Merchant or on behalf of the Shipper.  
4. In all circumstances, Carrier shall have no liability whatsoever for the misdelivery of Goods in its actual or constructive possession to persons holding forged or fraudulent documents which reasonably purport to be original Bills of Lading or other documents entitling the holder to possession of the Goods, including but not limited to, general average contributions, freight delivery, demurrage, penalties, detention, port and/or handling charges, to whomsoever due and/or for the cost of recovering the same original or any fines or penalties levied against the Carrier by reason of any acts or omissions for which the Merchant is responsible. Carrier may at its sole discretion exercise its lien at any time and at any place, whether the contractual transportation is completed or not. For the purpose of such lien the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant at any time and at any place at the sole discretion of the Carrier. The Carrier shall be entitled to claim the difference in the event that the sale proceeds fail to cover the full amount due to the Carrier.

14) **MULTIPLE BILLS OF LADING**  
1. Goods will only be delivered to a Container to an individual Merchant if all Bills of Lading in respect of the content of the Container have been surrendered authorizing delivery to that Merchant at a single Place of Delivery. In the event that this requirement is not fulfilled the Carrier in its absolute discretion unplug the Container and, in respect of Goods which Bills of Lading have been surrendered, deliver them to the Merchant. Such delivery shall constitute due delivery hereunder but will only be effected against payment by the Merchant of the appropriate charges.  
2. If multiple Bills of Lading are issued in respect of the contents of a Container, then the particular of the Bills described on the face hereof shall not comprise part of the contents of the Container indicated. If the Carrier is required to deliver the Goods to more than one Merchant and if all or part of the total Goods within the Container consists of bulk Goods or unappropiated Goods, or becomes mixed or unmarketable or unidentifiable, the Merchants shall take delivery (whether of any damaged portion) and bear any shortage in such proportions as the Carrier shall in its absolute discretion determine, and such delivery shall constitute due delivery hereunder. In such event the Carrier shall not be liable for any shortage, loss, or damage of the Goods or other discrepancies of the Bills, which are found upon unpacking of the Container.

15) **FREIGHT AND CHARGES**  
1. Freight and charges (including but not limited to destination charges) shall be deemed fully earned on receipt of the Goods or any part thereof, by the Carrier whether or not such freight and charges are stated on the face of this Bill of Lading or intended to be Prepaid or Collect at destination, and shall be paid in full without offset, counterclaim or deduction and non-refundable on the basis of particular invoice or on behalf of the Shipper. The Carrier may at any time upon any Container or other package or unit and inspect, weigh, measure, or evaluate the contents; and if the particulars furnished by or on behalf of the Shipper are incorrect it is agreed that a sum equal to either double the difference between the correct freight and the freight charged or to double the correct freight less the freight charged, whichever sum is the smaller, shall be payable as liquidated damages and not as additional freight or a surcharge to the Carrier, and the Merchant agrees to pay all expenses incurred by the Carrier in ascertaining said particulars.  
2. All the persons coming within the definition of Merchant shall be and remain jointly and severally responsible for all freight and charges due under this Bill of Lading, applicable tariffs and/or contracts together with any court costs, expenses and reasonable attorney fees incurred in collecting any sums due to Carrier.

16) **LIEN.** The Carrier shall have a lien on the Goods and any document relating thereto, which shall survive delivery, for all sums earned or due or payable to the Carrier under this and/or any other contract with the Merchant, or on account of the Goods or carriage, storage or handling of the Goods, including but not limited to, general average contributions, freight, demurrage, detention, demurrage, port and/or handling charges, to whomsoever due and/or for the cost of recovering the same original or any fines or penalties levied against the Carrier by reason of any acts or omissions for which the Merchant is responsible. Carrier may at its sole discretion exercise its lien at any time and at any place, whether the contractual transportation is completed or not. For the purpose of such lien the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant at any time and at any place at the sole discretion of the Carrier. The Carrier shall be entitled to claim the difference in the event that the sale proceeds fail to cover the full amount due to the Carrier.

17) **MATTERS AFFECTING PERFORMANCE.** If at any time the performance of the contract evidenced by this Bill of Lading is affected by any circumstances, including but not limited to, general average contributions, freight, demurrage, detention, demurrage, port and/or handling charges, to whomsoever due and/or for the cost of recovering the same original or any fines or penalties levied against the Carrier by reason of any acts or omissions for which the Merchant is responsible. Carrier may at its sole discretion exercise its lien at any time and at any place, whether the contractual transportation is completed or not. For the purpose of such lien the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant at any time and at any place at the sole discretion of the Carrier. The Carrier shall be entitled to claim the difference in the event that the sale proceeds fail to cover the full amount due to the Carrier.

18) **METHODS AND ROUTES OF TRANSPORTATION.** The Carrier may at any time and without notice to the Merchant: (a) use any means of transport or storage whatsoever; (b) for any purpose whatsoever transfer the Goods or carry same on a substituted vessel or otherwise transfer the Goods from one conveyance to another even though transhipment or forwarding of the Goods may not have been contemplated or provided for herein; (c) proceed by any route whether or not such route is the nearest or most direct or of customary route from the Port of Loading or Place of Receipt to the Port of Discharge or Place of Delivery in the Carrier's absolute discretion whether for purposes of taking bunkers or any other purpose; (d) proceed to or by any port although in a normal, ordinary or regular or beyond the customary or intended or advertised route once or more than once for any purpose whatsoever; (e) load or unload the Goods at any port or place (whether or not any such port or place named on the face of this Bill of Lading as the Port of Loading or Port of Discharge) and store the Goods at any such place; (f) comply with any orders, directions, or recommendations as to loading, unloading, dunnage, lashing, ports and places, stowage, destination, arrival, unloading, discharge, delivery, or otherwise, by any government or authority or any person or body acting or purporting to act with the authority of such government or authority or having the terms of the insurance on the conveyance approved by the Carrier the right to give directions; and (g) at the request of the Merchant or otherwise if required to make arrangements for any further conveyance for any purpose whatsoever, within the scope of the transport herein contracted for, and in making such arrangements, the Carrier shall be considered as agent of the Merchant and without any other responsibility whatsoever. Any action taken or not taken by the Carrier under this Clause 18, or delay resulting therefrom, shall be deemed to be included within the contractual transit and shall not be a deviation.

19) **GENERAL**  
1. 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 call. In no circumstances shall the Carrier be liable for loss or damage due to delay.  
2. Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage arising from any other cause. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage, such liability shall in no event exceed the freight paid for the transport evidenced by this Bill of Lading.

3. The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or delivery to the Merchant. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods are superseded by this Bill of Lading.

4. All Containers to be in joint and several responsibility of all the persons coming within the definition of the Merchant and shall be delivered clean and unladen to a place or port of destination nominated by the Carrier within the time authorized in the Carrier's applicable tariff. The Merchant shall be responsible for any loss or damage to the Goods or Containers, such deterioration, loss or expense incurred as a result thereof including but not limited to demurrage, container detention charges, the costs of replacement, transportation and repair.

20) **INSPECTION OF GOODS**  
1. The Carrier shall be entitled, but under no obligation, to open any Container at any time and inspect the contents. If it is thereupon apparent that the contents or any part thereof cannot safely or properly be carried or carried further, either at all, or if it is thereupon apparent any 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 and/or store the Goods at any place, whether or not named on the face of this Bill of Lading as the Port of Loading or Port of Discharge, and the Carrier shall be liable for any loss or damage to the Goods or Containers, such deterioration, loss or expense incurred as a result thereof including but not limited to demurrage, container detention charges, the costs of replacement, transportation and repair.

21) **VARIATION OF CONTRACT.** Merchant agrees that this Bill of Lading constitutes the entire agreement between the parties and that any understanding or agreement in relation to the subject matter of this Bill of Lading, and any such understanding or agreement or purported prior to or contemporaneous understandings or communications are hereby abandoned. No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized in writing by the Carrier. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods are superseded by this Bill of Lading.

22) **GENERAL AVERAGE.** General average shall be adjusted at any port or place at the option of the Carrier in accordance with the York-Antwerp Rules, 1994 and any subsequent modification or re-enactment thereof and shall be applied to Containers and/or Goods loaded on deck or under deck. In the event of accident, damage, or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether or not otherwise, the Merchant shall contribute to the Carrier in General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and the cargo is damaged, the Merchant shall be liable for the contribution of the cargo to the General Average. The Carrier shall be liable for the contribution of the cargo to the General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any