Shipper

INI FARMS PVT.LTD A-102, BOOMERANG BUILDING, MAIN CHANDIVALI FARM ROAD, YADAV NAGAR, CHANDIVALI, ANDHERI (EAST), MUMBAI-400072



Consignee (If "To Order" so Indicate)

NRTC DUBAI INTERNATIONAL VEGETABLEAND FRUITS TRADING LLC WHOLESALE BUILDING NUMBER -10 AI AWIR VEGETABLE MARKET PO BOX 294062 SHOP NO 21 UNITED ARAB **EMIRATESS**

Mobile: 0000000000 Email: XXXXXXX@GMAIL.COM

Ocean Vessel / Voyage IRENES WISDOM / 2311

Port of Discharge

JEBEL ALI, UAE

B/L Number: ASLBOM2302353 (DRAFT)

Export Reference: ASLMUM062300253

Notify Party (Carrrier not responsible for failure to notify; see clause 20(1) hereof)

NRTC DUBAI INTERNATIONAL VEGETABLEAND FRUITS TRADING LLC

WHOLESALE BUILDING NUMBER -10 AI AWIR VEGETABLE MARKET PO BOX 294062 SHOP NO 21 UNITED ARAB **EMIRATESS**

Forwarding Agent :

Consignee's Reference

Pre-carriage by Place of Receipt NHAVA SHEVA, INDIA

Port of Loading NHAVA SHEVA, INDIA

For delivery please contact

WILHELMSEN W P S DUBAI PORT SERVICES L.L.C. 24TH FLOOR, DAMAC EXECUTIVE HEIGHTS, TECOM C, PO BOX 8612, DUBAI, UNITED ARAB EMIRATES

TELE: 00 971 4 3823888 WSS.DUBAI.MLOCEAN@wilhelmsen.com

Place of Delivery JEBEL ALI, UAE

Marks & Numbers	No of Pkgs	Description of Goods & Packages	Total Gr. Wt. (KGS)	Vol (CBM
ONLU 8000110/RH40 ASL213336 TEMP: + 1 DEG.CEL. ONLU 8000126/RH40 ASL213333 TEMP: + 1 DEG.CEL. ONLU 8000234/RH40 ASL213334 TEMP: + 1 DEG.CEL. ONLU 8000342/RH40 ASL213332 TEMP: + 1 DEG.CEL. ONLU 8000342/RH40 ASL213332 TEMP: + 1 DEG.CEL. ONLU 8000614/RH40 ASL213267	7250 BAGS	SHIPPERS LOAD, STOW, COUNT, WEIGHT AND SEAL 5X40 REEFER FCL CONTAINER STC TOTAL 7250 BAGS ONLY (TOTAL SEVEN THOUSAND TWO HUNDRED FIFTY BAGS ONLY) RED ONION 20 KG (KIMAYE) H S CODE: 07031019 INV NO: 95012530 DT.19.06.2023 S. BILL NO: 1852151 DT.19.06.2023 INV NO: 95012531 DT.19.06.2023 S. BILL NO: 1852147 DT.19.06.2023 INV NO: 95012532 DT.19.06.2023 S. BILL NO: 1852145 DT.19.06.2023 S. BILL NO: 1852143 DT.19.06.2023 S. BILL NO: 1852143 DT.19.06.2023 S. BILL NO: 1852141 DT.19.06.2023 S. BILL NO: 1852141 DT.19.06.2023 CARGO STOWED IN REFFER CONTAINER AT SHIPPER'S REQUESTED CARRYING 10 days detention freetime at destination	145,290.000 KGS Net Wt 145,000.000 KGS	

Shipper's declared Value [see clause 7(2) and 7(3)]

Above Particulars as declared by shipper. Without responsibility or warranty as to

correctness by carrier [See Clause 11]

Place and date of issue: Total No.of Containers received by the Carrier: 5X40' FREIGHT PREPAID MUMBAI, 23-JUN-2023 Freight Payable At: MUMBAI No of Original BL's:Three (3) Movement: Currency:

Total Freight

Charge Rate Basis Wt/Vol/Val P/C Amount

Total Frieight Collect

SHIPPED ON BOARD By the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated in the box opposite entitled "Total no. of containers/packages received by the carrier" for carriage subject: to all the terms and conditions hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THE TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF) 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 applicable. One original bill of lading, duly endorsed,must to surrendered by the merchant to the carrier in exchange for the goods or a delivery order, in accepting the bill of lading the merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the nonsigning of this bill of lading by the merchant.

IN WITNESS WHEREOF the number of original bill of lading stated below all of this tenor and date has been signed, one which being accomplished the others to stand void.

Excess Value Description: Refer to Clause 6(5)(B)+(C) on reverse

Total Frieight Prepaid



Signed on behalf of the Carrier:

ASYAD LINE

By: SEABRIDGE MARINE AGENCIES PVT. LTD (As Agent for the Carrier)



BILL OF LADING Terms and Conditions

. DEFINITION. Bill of Lading"

1. DEFINITION.

"Bill of Lading" means the present document whether called a Bill of Lading or a Waybill.

"Carriage means the whole or any part of the carriage, loading, unleading, handling, operations and any and a
property of the carriage of the carri

description, condition, makes or value of the Goods.

"Combined Transport" arises if the Trace of Receipt and/or the Race of Delivery are indicated on the Back hered in the relevant spaces.

"Combined Transport" arises if the Trace of Receipt and/or the Race of Delivery are indicated on the Back hered in the relevant spaces.

"Freight" means all charges payable to the Carrier in accordance with the Applicable Trainf of this Bill of Lading, including without limitation storage, demurrage, detention and refer services.

"Goods" means the whole or any part of the carpy and any packaging received from the Shipper and includes "Goods" means the whole or any part of the carpy and any packaging received from the Shipper and includes "Goods" means the whole or any part of the carpy and any packaging received from the Shipper and includes and a stream of the stream of the Shipper and includes the amendments by the Protocols signed at Brussels on 25th August, 1924 and includes the amendments are compulsionly a Brussels on 25th August, 1924 and includes the amendments are compulsionly "House" means any Person for the time being in possession of this Bill of Lading part and the stream of the Codos or the endorsement of this Bill of Lading and the Codos or the endorsement of this Bill of Lading horter and the Codos or the endorsement of this Bill of Lading means on board any of the first mode of transportation used or propound by the Criefer, including nating Lading was present on belief in My asiah Pisson.

"On board" on the back of this Bill of Lading means on board any of the first mode of transportation used or propound by the Criefer, including nating Lading was present of the Codos or t

has set up an applicable tariff (hereinafter the "Applicable Tariff") to the Carriage, the terms he Applicable Tariff are incorporated herein. Particular attention is drawn to the terms and relating to Container and weblice demurage. Copies of the relevant provisions of the Applicable e from the Carrier or its agents upon request. In the case of inconsistency between this Bill of

ading and the Applicable Tariff, this Bill of Lading shall prevail. REMITTANCE AND ACCEPTANCE OF THE BILL OF LADING

ding shall be sent or released to the Merchant at its sole risk, expense and responsibility and shall be titted to the Merchant upon sending. In accepting this fall of Lading, the Merchant agrees to be bound to the property of the sent of the s t all agreement the Bill of Ladin

ants that it is, or has the authority of, the Person owning or entitled to the possession of the

and this fill of Lading.

VESSEL OPERATING COMMON CARRIER (NVOCC), and has issued, or intends to issue, other chart is a Non Vessel Operating Common Carrier (NVOCC)**, and has issued, or intends to issue, other chart is a Non Vessel Operating Common Carrier (NVOCC)**, and has issued, or intends to list all of Lading Common Carrier (NVOCC)**, and has issued, or intends to list Bill of Lading the Bill of Lading that the Lading Common Carrier (NVOCC)**, and the Carrier issued by it in respect of the Goods his Bill of Lading, shall incorporate the terms and conditions of this Bill of Lading, should the said NVOC component the Carrier and conditions, the NVOCC shall indemnify the Carrier, its servants, agents and

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intractor.

del Transport

del Trans 2) Combined 3) With the exhall be determined

carrier shall be under no liability whatsoever for loss of or damage in connection with the Goods, howsoever courtries.

Courtries.

Court on and Carriage between countries is Europe, liability shall be determined in accordance with the Courtries.

Courtries and the Countries of the International Carriage of Goods by Road (CRR), dated 15th May 1595; and thruing rail Carriage between countries in Europe according to the International Agreement on Railway Transports (CIM), dated 25th February 1951 (or any amendments to this Convention or Agreement). Or with respect to Combined Transport from, to or within the United States when the Goods are in the custody of the Carrier or any Underlying Carrier, such Combined Transport will be governed by the provisions of Clause 6 (1). In the event Carrier of any Underlying Carrier, such Combined Transport will be governed by the provisions of Clause 6 (1). Or in the event Carrier on any Underlying Carrier, such as the Carrier of Carriage Between the CCC Uniform Bill of Lading together with the Underlying Carrier's Tariff which shall be incorporated herein. Notivitistication of the said private contracts for Carriage between the Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and continuous of the said private contracts (1) which will be incorporated herein as feet forth at length and copies of the said contract(s) shall be available to the Merchant at any office of the "Forever's armyolded in Clause 6 (2) if a (2) (3) supp. the Haupe Rules as per Clause 6 (3) shall apply to

carrier control (3) which shall be incommoned instance of the shall be incommoned instance of the shall be incommoned instance of the shall be incommoned in the shall be incommoned in the shall be used to the Merchant at any office of the shall be even to the shall be incommoned in the shall be shal

3) Agency whenever the Carrier undertakes to accomplish any act, operation or service not initially agreed or mentioned his Bill of Lading, it shall act as the Merchant's agent and shall be under no liability whistoever for any loss or samage to the Goods or any direct, indirect or consequential loss sarrising out of or resulting from such act, operation or service. If, for any reason whistoever, the Carrier is denied the right to act as agent as mentione love, its liability for loss, damage or delays shall be determined in accordance with this Bill of Lading. (4)

ms are paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all derchant against any other third party, including Underlying Carriers and Sub-Contractors, on

account of sucn payment. 7. NOTICE OF CLAIM AND TIME FOR SUIT.

of loss or diamage to the Goods specifying or describing the exact nature of such loss or diamage for to the Carlos specifying or describing the exact nature of such loss or diamage for to the Carlor at the Port of Discharge or Place of Delivery before or at the time of delivery of the loss or diamage is not apparent, within three (3) consecutive days after delivery, the Goods shall be discharged from all lability whatsoever, including but not limited to in respect of non-delived deels, lost or diamage noties suit is brought within one (1) year after delivery of the Goods or the Y PROVISIONS.

Basis of Compensation hoots prejude to any applicable limitation of liability in accordance with the provisions set forth in Claus etc., the basis of compensation shall be limited to the value of the Goods so damaged or lost (excluding the control of the entirely by reference to the commercial involvic or the customs declaration. In no circumstance absovershall the Carrier be responsible for indirect damage, loss of profit or consequential damage. Ad Valorent Liability

Valorem Liability

Avalorem Liability

Avalore

lays arrier does not undertake that the Goods or any documents relating thereto shall arrive at the Port of arrier does not undertake that the Goods or any documents relating thereto shall arrive at the Port of arrier does not shall be a particular time or to meet any particular market or use and the Carrier shall by delay. In outside a document of the Carrier shall be a particular to the document of the Carrier's liability shall be limited to the ocean Freight paid under this Bill of Lading for layed Goods, exclude of local charges and/or demurage.

he delayed soods, exclusive on local charges and/or demurrage.

(I) US COGSA limitation to US carriage with the charge of the control of the

t, US\$ 500.00 per customary Freight units.

METHODS AND ROUTES OF CARRIAGE

The Carrier may at any time and without notice to the Me

ved by any route, place, or port, in its discretion (whether or not the nearest or most direct or custo ised route), at any speed, and proceed to or stay at any place or port whatsoever, once or more oft

whether does a my speed, and proceed to or stay at any place or port whatsoever, once or more often divertised route, Ja any speed, and proceed to or stay at any place or port whatsoever, once or more often does not receive the contract of the contract o

nods for Carriage without any written request for Carriage in a specialisedContainer, or for in a Container, the Merchant accepts that the Carriage may properly be undertaken in a

In the Carrier's opinion, at any time the Carriage is or is likely to be affected by any hindrance, risk, danger, a, difficulty of classification of the control of the carrier is carry the Goods to the control of bischape or Pole of Dischape or Pole of Dischape or Pole of Dischape is applicable, either by the

(such additional freight and charge(s) to be subject to the terms and conditions relating to rregin as our in vue Bill of Lading), (b) suspend the Carriage of the Goods and store them ashore or afloat upon the terms and conditions of this Bill of Lading and endeswour 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 and conditions of this Clause 10 (b) of the subject to the terms and conditions relating to Freight set out in this Bill of Lading), or (c) 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 commenter, whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full Freight on the Goods received for Carriage, and the Carrier elects to use an attenuative crow under Clause 10 (c) or to suspend the Carriage under Clause 10 (b) this shall not prejudice its right subsequently to abandon the Carriage under Clause 10 (c).

It is a part of the contraction of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier's failability nor relieve the Merchant of any obligation herauline.

It is a particular of the Carrier's failability nor relieve the Merchant of any obligation herauline. The Carrier's failability nor relieve the Merchant of any obligation herauline. The Carrier's failability in the Carrier's failability for the Carrier's failability for the Carrier's failability failabil

the Applicable Tariff does not explicitly provide for the continued application of the terms and conditions of the Blild of Lading then the Carrier shall act as agent only to the Merchant in arranging for delivery of the Goods to the amended Mac of Delivery but shall then be under no liability whistoever for loss, damage or delay to the Goods of the amended Mac of Delivery but shall then be under no liability whistoever for loss, damage or delay to the Goods of the Carriage and shall be paid and non-returnable in any event. Should the Merchant cancel the booking of the Goods for the Carriage, at any time and for any reason whatever, it shall be liable for payment to the Carrier, its agents, representatives, successors, or the cancellation of the booking.

(2) The Merchant's attention is drawn to the stipulations concerning the currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencie relative to Pretings, costs and expensed Serving from the cancellation of the Booking.

(3) The Merchant's attention is drawn to the stipulations concerning the currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencie relative to Pretip in the Applicable Tariff.

(3) Pretiph has been calculated based on particulars furnished by or on behalf of the Shipper. If the particular carrier in accordance with the Applicable Tariff.

(4) The Merchant shall be responsible for full payment to the Carrier, its agends, representatives, successors or assignees, of the entire religible top current of the Carriage and the state of the Carriage and the state of the Carriage and the state of the Carriage and the Shipper and the Carriage and the Shipper and the Carriage and the Shipper and the Shipper and the Carriage and the Shipper an

available upon request.

13. LEN

The Carrier, its servants or agents shall have a lien on the Goods and any documents related thereto and a right to sell the Goods whether privately or by public auction for all rreight (including additional freight payable under to sell the Goods whether privately or by public auction for all reight (including additional freight payable under the control of the good of the following and stronge charges, detention charges, salvage, general average contributions and all other charges and storage charges, detention charges, salvage, general average contributions and all other charges and expenses whistoner with the rote account of the Goods or of the Merchant and for the costs and expenses of exercising such lien and of such sale and also for all previously unsatisfied debits whatsoever due to the Carrier by the Merchant. The Carrier, its sevents or agents shall also have a lien on the Goods carried under this Bill of Lading and any document relating thereto for all sums including freightand charges as above the Salvage and the Merchant, at any time where such same or prelight menial due and ungoid. If the Goods are undained during a reasonable time, or whenever, in the Carrier's opinion, the Goods are likely to become deteriorated, decayed or worthess, the Carrier may, at its discretion and without responsible with the properties of the Revichant and the smooth realized by the exercise of the rights given to the Carrier under this Clause.

Carrier under this Clause

14. GENERAL AVERAGE AND SALVAGE

(1) In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whistoever, due to negligence or not, for which, or for the consequences of which, the carrier is not responsible, by statute, contract or otherwise, the Merchant shall contribute with the Carrier is not responsible. The statute of the consequences of which, the carrier is not responsible, by statute, contract or otherwise, the Merchant shall contribute with the Carrier is nonnection with a general average or alwage act to avoid damage to the environment shall always be considere a general average expenses.

(2) Any general average on a Vessel operated by the Carrier shall be adjusted according to York Antwerp Rulies 1994, at any port for place at the option of the Carrier and in any currency at the option of the Carrier. 1994, at any port for place at the option of the Carrier and in any currency at the option of the Carrier shall be adjusted according to the requirements of the operator of that Vessel. In other carrier was only shall be adjusted according to the requirements of the operator of the Vessel in other carrier and severage contribution of the Goods before delivery if the Carrier or the operator over the estimate general average contribution of the Goods before delivery if the Carrier or the operator or over the estimate general average contribution of the Goods before delivery if the Carrier or the operator or out the Merchant had notice of the Carrier's or the operator's lien at the time of delivery. The Carrier shall be under no of the operator or the operator or the account of the Carrier's or the operator or the provision of the Goods whether or not the Merchant had notice of the Carrier's or the operator's lien at the time of delivery. The Carrier shall be under no of the operator or the operator

salvage remuneration.

(6) If the Merchair contests payment of contribution to general average, salvage, salvage charges and/or specharges to the Goods on any grounds whatsoever or fails to make payment of contribution within three (3) months of the issue of the adjustment thereof, whether or not prior security has been provided, the Merchant shall pay interest for the period in excess of three (3)months on the contribution due at two (2) percent per animal above the base lending late of the centrals balls of the country in whose currency the adjustment is issued to the contribution of the contribut

BOTH-TO-BLAME COLLISION

BOIN-I-TREALING USES IN another ship as a result of the negligence of the outer sing was a result of the negligence of the outer sing was a result of the dealth of the Master, we tested come the carrier in the neighbor on in the management of the Vessel, the Mercha under will indeminify the Carrier applicant all loss or liability to the other or non-carrings ship or her owner are as such loss or liability represents loss of, or damage to, or any claim whatsoever of the Merchant, pai able by the other or non-carrying ship or her owners to the Merchant and set off, recouped or received other or non-carrying ship or her owners as part of their claim against the carrying Vessel or Carrier. The opinion provisions shall also apply where the owners, operators or those in thatger of any ship or ships or exist other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or continuous.

the other or non-carrying ship or her owners as part of their claim against the carrying Yessel or Carrier. The recogning provisions shall also apply where the owners, operators or those in charge of any ship or objects of their claim against the carrying Yessel or Carrier. The objects of their claim against the Army of the Carrier of the Carrier objects other than, or in addition to, the colliding ships or objects are if afull in respect of a collision or contain a contained the contain

hereunder.

17. DESCRIPTION OF GOODS AND NOTIFICATION
The Carrier, its agents and servants shall not in any circu
insufficient packing or inaccuracies, obliteration or absen
mis-delivery due to marks, countermarks or numbers, no
Goods, any custom of the port to the contrary notwithsta
18. DPTIONAL STOWAGE AND DECK CARGO

13. OF FUNDAL SIGNARIA AND SEAL CREATER IN THE CASE OF THE PROPERTY OF THE PRO

in general average and shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or US COSSA and shall be carried subject to those rules.

(3) In the event the Goods which are stated on the back hereof as being carried on deck (or in the event of the absence of the mention "under deck" or any similar mention), and which are so carried, the Hague Rules shall apply and the Carrier shall be under no liability whatcoover for loss, duringe or delay, providence arising, and Carrier shallbeit as anyway implicated, the liability of the carrier shallbe in lented according to the terms and conditions of this Bill of Lading and otherwise to the Hague Rules or the US COSSA rules, whichever is applicable under Clause 6 suppra.

under Clause 6 supra.

19. LIVE ANIMALS
The Carriage of live animals is strict with the Carriage of live animals.

20. DANGEROUS GOODS
(1) No Goods which are or may be or adioactive materials), or which are

20. InAMERIOUS SUDIES.

21. The Cooper was the content of the Cooper and the Coop

nature, dangerousness, and stowage, storage and transportation of such Goods, and that such Goods are packed, stowed and stuffed in a manner adequate to withstand the risks of Carriage having regard to their nature and in compliance with all laws or regulations with any be applicable during the Carriage having respect to their nature and in against at claims, biballities, delay, costs, fires, losses, demange or expenses aring in consequence of the carriage and carriage from the carriage of such as the carriage of the carriage of such as the carriage of such as

ing contained in this Clause shall deprive the Carrier of any of its rights provided for elsewhere

Goods.

(I) Goods of a perishable nature shall be carried in ordinary Containers without special protection, services or containers of the protection of the

maintenance of any level of humidaty inside the Container.

(2) The term "apparent good order and condition" when used in this Bill of Lading with reference to Goods with require refrigeration, vertilation or other special controls does not mean that the Goods, when received were designated compared the representance, huminoly level or refrict condition designated compared temperature, huminoly level or refrict condition designated by the Merchant.

(3) The Merchant is free to use its own temperature recording device. In no circumstance shall the Carrier be under any obligation to release the extracted data lag records of the Container these the tot the Merchant or any o

1500.

The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, angement, breakdown, defroating, stoppage of the refrigerating, ventilating or any other specialized inchiency, plant, is substitution and/or apparatus of the Container, Vessel, conveyance and any other ficilities, voided that the Carrier shall before and at the beginning of the Carrier general endingence to maintain stance supplied by the carrier in an efficient state.

If by order of the authorities at any place, a Container must be opened for the Goods to be inspected, in the carrier will not be liable for any loss or damage incurred as a result of any opening, unpacksing, inspection or king. The Carrier shall be entitled to recover the cost of such opening, unpacksing, inspection and re-packs in the Merchant.

from the Merchant.

(2) By tendering the Goods for Carriage, the Merchant authorises the Carrier to open the Container at its sole discretion and to proceed with the inspection of the Goods. Should the Goods be misdeclared, the Carrier rese its right to stop the transport at any time according to Clause 10 of the Bill of Lading.

(3) In no circumstance whatsoever shall the Carrier be liable for any loss, damage or delay howsoever arising from any action taken under this Clause.

n any action taken under this ciduse. MERCHANT-PACKED CONTAINERS The not been nacked by the Ca

23.

23. MERCHANT-PACKED CONTAINES
If a Container has not been packed by the Carrier:
If a Container has not been packed by the Carrier:
If a Container has not been packed by the Carrier:
If a Container has not been packed by the Carrier is a container has not been packed, the Carrier is a container has been caused by the Carrier if such loss of or damage to the Goods and/or such hijury, loss, damage, liability or expense has been caused by any matter beyond its control including, inter alia, without preducte to the generality of this exclusion:
(a) the manner in which the Goods have been packed, stowed, stuffed or secured, (b) the unsuitability of the Goods for Carriage in the Container supplied.
(b) the unsuitability of the Goods for Carriage in the Container supplied or the Carrier than the container than the Cartainer t

evidence of it being sound and suitable for use.

24. ARRIAGE AFFECTED BY CONDITION OF GOODS

If It appears at any time that, due to their condition, 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) in relation to the Container or the Goods, the Carrier may without notice to the Merchant (tut as its agent only) take any measure(s) and rincin any additional expense to carry or to continue the Carriage thereof, and/or sell or dispose of the Goods and/or abandom the Carriage and/or store them abone or affout, under cover or in the open at any place, whichever the Carrier, in its absolute discretion, considers most appropriate, which almodroment, storage, safe or disposal shall be deemed to constitute due delivery under this fall of Lading. The Merchant shall afford the Carriage and control to the Carriage and the Carriage and/or store them abone or afford, under cover or in the open and the carriage and/or store them abone or afford.

Container

**Container*

at any place, whichever the Carrier, in its absolute discretion, considers most appropriate, which abandomment, storage, gain or disposal shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall are storage, as a comparable of the Carrier from the Shipper in apparent good order and condition, except as otherwise noted, of the total number of Containers or other packages or units indicated in the box on the back hereof entitled "Total for Freezest by the Carrier" (2) Except as provided in Clause 25 (1), no representation is made by the Carrier from the Shipper in apparent good order and condition, except as otherwise noted, of the total number of Containers or other packages or units incidated in the box on the back hereof entitled "Total for of Containers," Packages received by the Carrier". (2) Except as provided in Clause 25 (1), no representation is made by the Carrier is to the weight, contents." (3) Except as provided in Clause 25 (1), no representation is made by the Carrier and the Carrier shall be under no responsibility whistoever in respect of such description or particular 5000s, and the Carrier shall be under no responsibility whistoever in respect of such description or particular 500s, and the Carrier shall be under no responsibility whistoever in respect of such description or particular 500s, and the Carrier shall be under no responsibility whistoever in respect of such description or particular 600s, and the carrier is not a party are shown on the back of this Bill of Lading, the Perchant further agents and the such particulars in this Bill of Lading, The Merchant further agrees to Indemnify the Carrier against all consequences of including such particulars relating to the Goods as to unknown to the Carrier. (4) The Shipper unrecept of this Bill of Lading, The Merchant further agrees to Indemnify the Carrier against all consequences of including such particulars relating to the Goods as to unknown to the Carrier.

(4) The Shipper or recept of this Bill of Lading,

26. SHIPPER'S / MERCHANT'S RESPONSIBILITY
(1) All of the Pensors coming within the definition of Merchant in Clause 1, including any principal of such Pensor shall be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by the Merchant or Shipper in this Bill of Lading, and remains to liable throughout Carriage notwithstanding their having transferred this Bill of Lading and/or title to the Goods to any third party. Such liability shall include but not be transferred this Bill of Lading and/or title to the Goods to any third party. Such liability shall include but not be expected to the control of the Carrier of the Ca

(2) The Shipper warrants to the Carrier that the particulars relating to the Goods as set out overleaf 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 healt of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are furnished by or on healt of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are furnished by the Carrier against all softs, admaps, delay, fives, stronger and the Carrier against all softs, admaps, delay, fives, stronger and expenses arising or resulting from any breach of any of the warranties in Clause 26 (2) hereof or from any other cause whatsoever in connection with the Goods for which the Carrier is not responsible. (4) The Berchant shall comply with all regulations or requirements of customs, port and other authorities, with provisions of applicable ent-correction laws, including but not intended to the United Nations. Convention was a well as with the applicable economic sanctions regulations, including but not limited to the ones published by the United States. European Union, United Kingdom, Sultanated or Oman, United Antions and the flag state of the Carrier. The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed by the United States, European Union, United Kingdom, Sultanated or Oman, United Antions and the flag state of the Carrier. The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed or owned/controlled by an entity listed or considerable or the control of the Carrier of the Carri

and/or until redelivery to the Carrier. Merchants are deemed to be aware of the dimensions and capacity of any Continens released to them.

27. SUB-CONTRACTING AND INDEMITY

27. SUB-CONTRACTING AND INDEMITY

27. SUB-CONTRACTING AND INDEMITY

27. SUB-CONTRACTING AND INDEMITY

(a) no claim or allegation whether arising in contract, bailment, tort or otherwise, shall be made against any servant, agent or Sub-Contractor of the Carrier, which imposes or attempts to impose upon them, or any vessel owned or chartered by any of them, any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of integligence on the part of such Presum. The servant, agent or Sub-Contractor Code, whether or not arising out of integligence on the part of such Presum. The servant, agent or Sub-Contractor Code, whether or not arising out of integligence on the part of such Presum. The servant, agent or Sub-Contractor Code, whether or not arising out of integligence on the part of the Presumption of the Carrier of the Presumption of the Sub-Contractor Consequences thereof. Without prejudice to the openating of the foreigning provisions of this Clause, every exemption, limitation, condition and liberty contained herein (other than Art III rule 8 of the Hague Rules) and every right, exemption from liability, deferce and immunity of whitsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder including the right to enforce any jurisdiction provision cuntained herein enforce the same against the Merchant, and in exterting into scornics, the Carrier, to the exerten of these provisions, does so not only on its own behalf but also as agent and trustee for such sub-Contractor, agent or servant.

purvaines, sizes to not only on its own behalf but also as agent and trustee for such Sub-Contractor, agent or servaint.

(3) The provisions of Clause 27 (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 chartering space on the carrying Vessels (4) Nothing herein contained shall be construed to limit or to relieve any beneficiaries of this Cause from liability to the Carrier for damage, loss and liability arising or resulting from their fault or neglect.

(5) The Perchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than its accordance with the terms and conditions of this fill of Lading with imposes the contraction of the Carrier of the Carrier and the Carrier and the Carrier and the Carrier and the Carrier and, if any such claim or allegation should nevertheless be made, to Indemnify the Carrier anglant all consequences thereof.

28. VARIATION OF THE CONTRACT

No servant or agent of the Carrier shall have the power to waive or vary any of the terms and conditions of this Bill of Lading, unless such waiver or variation is in writing and is specifically authorised or ratified in writing by the Carrier.

29. VALIDITY
In the event that
law which canno

anything herein contained is inconsistent with any applicable international convention or be departed from by private contract, the provisions hereof shall, to the extent of such no further, be null and void.

In the event that enything herein contained is inconsistent with any applicable international convention or national issue which cannot be depended from by private contract, the provisions hered shall, to the extent of 18.00 May 19.00 M

	ΛS\	اسیاد LINE		
BL #ASLBOM2302353	Vessel -	IRENES WISDOM	Voyage -	2311
Marks & Numbers	No.of Pkgs.	Description of Goods & Packages	Total Gr. Wt.(KGS)	Vol (CBM)
TEMP: + 1 DEG.CEL.		TEMPERATURE (+ 1) DEGREE CELCIUS. CARGO OF PERISHABLE NATURE VSL/CARRIER NOT RESPONSIBLE FOR LOSS / DAMAGE OR DECAY OF CARGO DUE TO INHERENT VICE FREIGHT PREPAID CY/CY ALL DESTINATION CHARGES ON ACCOUNT OF CONSIGNEE		

BILL OF LADING Terms and Conditions

. DEFINITION. Bill of Lading"

1. DEFINITION.

"Bill of Lading" means the present document whether called a Bill of Lading or a Waybill.

"Carriage means the whole or any part of the carriage, loading, unleading, handling, operations and any and a
property of the carriage of the carri

description, condition, makes or value of the Goods.

"Combined Transport" arises if the Trace of Receipt and/or the Race of Delivery are indicated on the Back hered in the relevant spaces.

"Combined Transport" arises if the Trace of Receipt and/or the Race of Delivery are indicated on the Back hered in the relevant spaces.

"Freight" means all charges payable to the Carrier in accordance with the Applicable Trainf of this Bill of Lading, including without limitation storage, demurrage, detention and refer services.

"Goods" means the whole or any part of the carpy and any packaging received from the Shipper and includes "Goods" means the whole or any part of the carpy and any packaging received from the Shipper and includes "Goods" means the whole or any part of the carpy and any packaging received from the Shipper and includes and a stream of the stream of the Shipper and includes the amendments by the Protocols signed at Brussels on 25th August, 1924 and includes the amendments are compulsionly a Brussels on 25th August, 1924 and includes the amendments are compulsionly "House" means any Person for the time being in possession of this Bill of Lading part and the stream of the Codos or the endorsement of this Bill of Lading and the Codos or the endorsement of this Bill of Lading horter and the Codos or the endorsement of this Bill of Lading means on board any of the first mode of transportation used or propound by the Criefer, including nating Lading was present on belief in My asiah Pisson.

"On board" on the back of this Bill of Lading means on board any of the first mode of transportation used or propound by the Criefer, including nating Lading was present of the Codos or t

has set up an applicable tariff (hereinafter the "Applicable Tariff") to the Carriage, the terms he Applicable Tariff are incorporated herein. Particular attention is drawn to the terms and relating to Container and weblice demurage. Copies of the relevant provisions of the Applicable e from the Carrier or its agents upon request. In the case of inconsistency between this Bill of

ading and the Applicable Tariff, this Bill of Lading shall prevail. REMITTANCE AND ACCEPTANCE OF THE BILL OF LADING

ding shall be sent or released to the Merchant at its sole risk, expense and responsibility and shall be titted to the Merchant upon sending. In accepting this fall of Lading, the Merchant agrees to be bound to the property of the sent of the s t all agreement the Bill of Ladin

ants that it is, or has the authority of, the Person owning or entitled to the possession of the

and this fill of Lading.

VESSEL OPERATING COMMON CARRIER (NVOCC), and has issued, or intends to issue, other chart is a Non Vessel Operating Common Carrier (NVOCC)**, and has issued, or intends to issue, other chart is a Non Vessel Operating Common Carrier (NVOCC)**, and has issued, or intends to list all of Lading Common Carrier (NVOCC)**, and has issued, or intends to list Bill of Lading the Bill of Lading that the Lading Common Carrier (NVOCC)**, and the Carrier issued by it in respect of the Goods his Bill of Lading, shall incorporate the terms and conditions of this Bill of Lading, should the said NVOC component the Carrier and conditions, the NVOCC shall indemnify the Carrier, its servants, agents and

The contract of the contract o

intractor.

del Transport

del Trans 2) Combined 3) With the exhall be determined

carrier shall be under no liability whatsoever for loss of or damage in connection with the Goods, howsoever courtries.

Courtries.

Court on and Carriage between countries is Europe, liability shall be determined in accordance with the Courtries.

Courtries and the Countries of the International Carriage of Goods by Road (CRR), dated 15th May 1595; and thruing rail Carriage between countries in Europe according to the International Agreement on Railway Transports (CIM), dated 25th February 1951 (or any amendments to this Convention or Agreement). Or with respect to Combined Transport from, to or within the United States when the Goods are in the custody of the Carrier or any Underlying Carrier, such Combined Transport will be governed by the provisions of Clause 6 (1). In the event Carrier of any Underlying Carrier, such Combined Transport will be governed by the provisions of Clause 6 (1). Or in the event Carrier on any Underlying Carrier, such as the Carrier of Carriage Between the CCC Uniform Bill of Lading together with the Underlying Carrier's Tariff which shall be incorporated herein. Notivitistication of the said private contracts for Carriage between the Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and continuous of the said private contracts (1) which will be incorporated herein as feet forth at length and copies of the said contract(s) shall be available to the Merchant at any office of the "Forever's armyolded in Clause 6 (2) if a (2) (3) supp. the Haupe Rules as per Clause 6 (3) shall apply to

carrier control (3) which shall be incommoned instance of the shall be incommoned instance of the shall be incommoned instance of the shall be incommoned in the shall be incommoned in the shall be used to the Merchant at any office of the shall be even to the shall be incommoned in the shall be shal

3) Agency whenever the Carrier undertakes to accomplish any act, operation or service not initially agreed or mentioned his Bill of Lading, it shall act as the Merchant's agent and shall be under no liability whistoever for any loss or samage to the Goods or any direct, indirect or consequential loss sarrising out of or resulting from such act, operation or service. If, for any reason whistoever, the Carrier is denied the right to act as agent as mentione love, its liability for loss, damage or delays shall be determined in accordance with this Bill of Lading. (4)

ms are paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all derchant against any other third party, including Underlying Carriers and Sub-Contractors, on

account of sucn payment. 7. NOTICE OF CLAIM AND TIME FOR SUIT.

of loss or diamage to the Goods specifying or describing the exact nature of such loss or diamage for to the Carlos specifying or describing the exact nature of such loss or diamage for to the Carlor at the Port of Discharge or Place of Delivery before or at the time of delivery of the loss or diamage is not apparent, within three (3) consecutive days after delivery, the Goods shall be discharged from all lability whatsoever, including but not limited to in respect of non-delived deels, lost or diamage noties suit is brought within one (1) year after delivery of the Goods or the Y PROVISIONS.

Basis of Compensation hoots prejude to any applicable limitation of liability in accordance with the provisions set forth in Claus etc., the basis of compensation shall be limited to the value of the Goods so damaged or lost (excluding the control of the entirely by reference to the commercial involvic or the customs declaration. In no circumstance absovershall the Carrier be responsible for indirect damage, loss of profit or consequential damage. Ad Valorent Liability

Valorem Liability

Avalorem Liability

Avalore

lays arrier does not undertake that the Goods or any documents relating thereto shall arrive at the Port of arrier does not undertake that the Goods or any documents relating thereto shall arrive at the Port of arrier does not shall be a particular time or to meet any particular market or use and the Carrier shall by delay. In outside a document of the Carrier shall be a particular to the document of the Carrier's liability shall be limited to the ocean Freight paid under this Bill of Lading for layed Goods, exclude of local charges and/or demurage.

he delayed soods, exclusive on local charges and/or demurrage.

(I) US COGSA limitation to US carriage with the charge of the control of the

t, US\$ 500.00 per customary Freight units.

METHODS AND ROUTES OF CARRIAGE

The Carrier may at any time and without notice to the Me

ved by any route, place, or port, in its discretion (whether or not the nearest or most direct or custo ised route), at any speed, and proceed to or stay at any place or port whatsoever, once or more oft

whether does a my speed, and proceed to or stay at any place or port whatsoever, once or more often divertised route, Ja any speed, and proceed to or stay at any place or port whatsoever, once or more often does not receive the contract of the contract o

nods for Carriage without any written request for Carriage in a specialisedContainer, or for in a Container, the Merchant accepts that the Carriage may properly be undertaken in a

In the Carrier's opinion, at any time the Carriage is or is likely to be affected by any hindrance, risk, danger, a, difficulty of classification of the control of the carrier is carry the Goods to the control of bischape or Pole of Dischape or Pole of Dischape or Pole of Dischape is applicable, either by the

(such additional freight and charge(s) to be subject to the terms and conditions relating to rregin as our in vue Bill of Lading), (b) suspend the Carriage of the Goods and store them ashore or afloat upon the terms and conditions of this Bill of Lading and endeswour 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 and conditions of this Clause 10 (b) of the subject to the terms and conditions relating to Freight set out in this Bill of Lading), or (c) 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 commenter, whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full Freight on the Goods received for Carriage, and the Carrier elects to use an attenuative crow under Clause 10 (c) or to suspend the Carriage under Clause 10 (b) this shall not prejudice its right subsequently to abandon the Carriage under Clause 10 (c).

It is a part of the contraction of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier's failability nor relieve the Merchant of any obligation herauline.

It is a particular of the Carrier's failability nor relieve the Merchant of any obligation herauline. The Carrier's failability nor relieve the Merchant of any obligation herauline. The Carrier's failability in the Carrier's failability for the Carrier's failability for the Carrier's failability failabil

the Applicable Tariff does not explicitly provide for the continued application of the terms and conditions of the Blild of Lading then the Carrier shall act as agent only to the Merchant in arranging for delivery of the Goods to the amended Mac of Delivery but shall then be under no liability whistoever for loss, damage or delay to the Goods of the amended Mac of Delivery but shall then be under no liability whistoever for loss, damage or delay to the Goods of the Carriage and shall be paid and non-returnable in any event. Should the Merchant cancel the booking of the Goods for the Carriage, at any time and for any reason whatever, it shall be liable for payment to the Carrier, its agents, representatives, successors, or the cancellation of the booking.

(2) The Merchant's attention is drawn to the stipulations concerning the currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencie relative to Pretings, costs and expensed Serving from the cancellation of the Booking.

(3) The Merchant's attention is drawn to the stipulations concerning the currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencie relative to Pretip in the Applicable Tariff.

(3) Pretiph has been calculated based on particulars furnished by or on behalf of the Shipper. If the particular carrier in accordance with the Applicable Tariff.

(4) The Merchant shall be responsible for full payment to the Carrier, its agends, representatives, successors or assignees, of the entire religible top current of the Carriage and the state of the Carriage and the state of the Carriage and the state of the Carriage and the Shipper and the Carriage and the Shipper and the Carriage and the Shipper and the Shipper and the Carriage and the Shipper an

available upon request.

13. LEN

The Carrier, its servants or agents shall have a lien on the Goods and any documents related thereto and a right to sell the Goods whether privately or by public auction for all rreight (including additional freight payable under to sell the Goods whether privately or by public auction for all reight (including additional freight payable under the control of the good of the following and stronge charges, detention charges, salvage, general average contributions and all other charges and storage charges, detention charges, salvage, general average contributions and all other charges and expenses whistoner with the rote account of the Goods or of the Merchant and for the costs and expenses of exercising such lien and of such sale and also for all previously unsatisfied debits whatsoever due to the Carrier by the Merchant. The Carrier, its sevents or agents shall also have a lien on the Goods carried under this Bill of Lading and any document relating thereto for all sums including freightand charges as above the Salvage and the Merchant, at any time where such same or prelight menial due and ungoid. If the Goods are undained during a reasonable time, or whenever, in the Carrier's opinion, the Goods are likely to become deteriorated, decayed or worthess, the Carrier may, at its discretion and without responsible with the properties of the Revichant and the smooth realized by the exercise of the rights given to the Carrier under this Clause.

Carrier under this Clause

14. GENERAL AVERAGE AND SALVAGE

(1) In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whistoever, due to negligence or not, for which, or for the consequences of which, the carrier is not responsible, by statute, contract or otherwise, the Merchant shall contribute with the Carrier is not responsible. The statute of the consequences of which, the carrier is not responsible, by statute, contract or otherwise, the Merchant shall contribute with the Carrier is nonnection with a general average or alwage act to avoid damage to the environment shall always be considere a general average expenses.

(2) Any general average on a Vessel operated by the Carrier shall be adjusted according to York Antwerp Rulies 1994, at any port for place at the option of the Carrier and in any currency at the option of the Carrier. 1994, at any port for place at the option of the Carrier and in any currency at the option of the Carrier shall be adjusted according to the requirements of the operator of that Vessel. In other carrier was only shall be adjusted according to the requirements of the operator of the Vessel in other carrier and severage contribution of the Goods before delivery if the Carrier or the operator over the estimate general average contribution of the Goods before delivery if the Carrier or the operator or over the estimate general average contribution of the Goods before delivery if the Carrier or the operator or out the Merchant had notice of the Carrier's or the operator's lien at the time of delivery. The Carrier shall be under no of the operator or the operator or the account of the Carrier's or the operator or the provision of the Goods whether or not the Merchant had notice of the Carrier's or the operator's lien at the time of delivery. The Carrier shall be under no of the operator or the operator

salvage remuneration.

(6) If the Merchair contests payment of contribution to general average, salvage, salvage charges and/or specharges to the Goods on any grounds whatsoever or fails to make payment of contribution within three (3) months of the issue of the adjustment thereof, whether or not prior security has been provided, the Merchant shall pay interest for the period in excess of three (3)months on the contribution due at two (2) percent per animal above the base lending late of the centrals balls of the country in whose currency the adjustment is issued to the contribution of the contribut

BOTH-TO-BLAME COLLISION

BOIN-I-TREALING USES IN another ship as a result of the negligence of the outer sing was a result of the negligence of the outer sing was a result of the dealth of the Master, we tested come the carrier in the neighbor on in the management of the Vessel, the Mercha under will indeminify the Carrier applicant all loss or liability to the other or non-carrings ship or her owner are as such loss or liability represents loss of, or damage to, or any claim whatsoever of the Merchant, pai able by the other or non-carrying ship or her owners to the Merchant and set off, recouped or received other or non-carrying ship or her owners as part of their claim against the carrying Vessel or Carrier. The opinion provisions shall also apply where the owners, operators or those in thatger of any ship or ships or exist other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or continuous.

the other or non-carrying ship or her owners as part of their claim against the carrying Yessel or Carrier. The recogning provisions shall also apply where the owners, operators or those in charge of any ship or objects of their claim against the carrying Yessel or Carrier. The objects of their claim against the Army of the Carrier of the Carrier objects other than, or in addition to, the colliding ships or objects are if afull in respect of a collision or contain a contained the contain

hereunder.

17. DESCRIPTION OF GOODS AND NOTIFICATION
The Carrier, its agents and servants shall not in any circu
insufficient packing or inaccuracies, obliteration or absen
mis-delivery due to marks, countermarks or numbers, no
Goods, any custom of the port to the contrary notwithsta
18. DPTIONAL STOWAGE AND DECK CARGO

13. OF FUNDAL SIGNARIA AND SEAL CREATER IN THE CASE OF THE PROPERTY OF THE PRO

in general average and shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or US COSSA and shall be carried subject to those rules.

(3) In the event the Goods which are stated on the back hereof as being carried on deck (or in the event of the absence of the mention "under deck" or any similar mention), and which are so carried, the Hague Rules shall apply and the Carrier shall be under no liability whatcoover for loss, duringe or delay, providence arising, and Carrier shallbeit as anyway implicated, the liability of the carrier shallbe in lented according to the terms and conditions of this Bill of Lading and otherwise to the Hague Rules or the US COSSA rules, whichever is applicable under Clause 6 suppra.

under Clause 6 supra.

19. LIVE ANIMALS
The Carriage of live animals is strict with the Carriage of live animals.

20. DANGEROUS GOODS
(1) No Goods which are or may be or adioactive materials), or which are

20. InAMERIOUS SUDIES.

21. The Cooper was the content of the Cooper and the Coop

nature, dangerousness, and stowage, storage and transportation of such Goods, and that such Goods are packed, stowed and stuffed in a manner adequate to withstand the risks of Carriage having regard to their nature and in compliance with all laws or regulations with any be applicable during the Carriage having respect to their nature and in against at claims, biballities, delay, costs, fires, losses, demange or expenses aring in consequence of the carriage and carriage from the carriage of such as the carriage of the carriage of such as the carriage of such as

ing contained in this Clause shall deprive the Carrier of any of its rights provided for elsewhere

Goods.

(I) Goods of a perishable nature shall be carried in ordinary Containers without special protection, services or containers of the protection of the

maintenance of any level of humidaty inside the Container.

(2) The term "apparent good order and condition" when used in this Bill of Lading with reference to Goods with require refrigeration, vertilation or other special controls does not mean that the Goods, when received were designated compared the representance, huminoly level or refrict condition designated compared temperature, huminoly level or refrict condition designated by the Merchant.

(3) The Merchant is free to use its own temperature recording device. In no circumstance shall the Carrier be under any obligation to release the extracted data lag records of the Container these the tot the Merchant or any o

1500.

The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, angement, breakdown, defroating, stoppage of the refrigerating, ventilating or any other specialized inchiency, plant, is substitution and/or apparatus of the Container, Vessel, conveyance and any other ficilities, voided that the Carrier shall before and at the beginning of the Carrier general endingence to maintain stance supplied by the carrier in an efficient state.

If by order of the authorities at any place, a Container must be opened for the Goods to be inspected, in the carrier will not be liable for any loss or damage incurred as a result of any opening, unpacksing, inspection or king. The Carrier shall be entitled to recover the cost of such opening, unpacksing, inspection and re-packs in the Merchant.

from the Merchant.

(2) By tendering the Goods for Carriage, the Merchant authorises the Carrier to open the Container at its sole discretion and to proceed with the inspection of the Goods. Should the Goods be misdeclared, the Carrier rese its right to stop the transport at any time according to Clause 10 of the Bill of Lading.

(3) In no circumstance whatsoever shall the Carrier be liable for any loss, damage or delay howsoever arising from any action taken under this Clause.

n any action taken under this ciduse. MERCHANT-PACKED CONTAINERS The not been nacked by the Ca

23.

23. MERCHANT-PACKED CONTAINES
If a Container has not been packed by the Carrier:
If a Container has not been packed by the Carrier:
If a Container has not been packed by the Carrier:
If a Container has not been packed by the Carrier is a container has not been packed, the Carrier is a container has been caused by the Carrier if such loss of or damage to the Goods and/or such hijury, loss, damage, liability or expense has been caused by any matter beyond its control including, inter alia, without preducte to the generality of this exclusion:
(a) the manner in which the Goods have been packed, stowed, stuffed or secured, (b) the unsuitability of the Goods for Carriage in the Container supplied.
(b) the unsuitability of the Goods for Carriage in the Container supplied or the Carrier than the container than the Cartainer t

evidence of it being sound and suitable for use.

24. ARRIAGE AFFECTED BY CONDITION OF GOODS

If It appears at any time that, due to their condition, 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) in relation to the Container or the Goods, the Carrier may without notice to the Merchant (tut as its agent only) take any measure(s) and rincin any additional expense to carry or to continue the Carriage thereof, and/or sell or dispose of the Goods and/or abandom the Carriage and/or store them abone or affout, under cover or in the open at any place, whichever the Carrier, in its absolute discretion, considers most appropriate, which almodroment, storage, safe or disposal shall be deemed to constitute due delivery under this fall of Lading. The Merchant shall afford the Carriage and control to the Carriage and the Carriage and/or store them abone or afford, under cover or in the open and the carriage and/or store them abone or afford.

Container

**Container*

at any place, whichever the Carrier, in its absolute discretion, considers most appropriate, which abandomment, storage, gain or disposal shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall are storage, as a comparable of the Carrier from the Shipper in apparent good order and condition, except as otherwise noted, of the total number of Containers or other packages or units indicated in the box on the back hereof entitled "Total for Freezest by the Carrier" (2) Except as provided in Clause 25 (1), no representation is made by the Carrier from the Shipper in apparent good order and condition, except as otherwise noted, of the total number of Containers or other packages or units incidated in the box on the back hereof entitled "Total for of Containers," Packages received by the Carrier". (2) Except as provided in Clause 25 (1), no representation is made by the Carrier is to the weight, contents." (3) Except as provided in Clause 25 (1), no representation is made by the Carrier and the Carrier shall be under no responsibility whistoever in respect of such description or particular 5000s, and the Carrier shall be under no responsibility whistoever in respect of such description or particular 500s, and the Carrier shall be under no responsibility whistoever in respect of such description or particular 500s, and the Carrier shall be under no responsibility whistoever in respect of such description or particular 600s, and the carrier is not a party are shown on the back of this Bill of Lading, the Perchant further agents and the such particulars in this Bill of Lading, The Merchant further agrees to Indemnify the Carrier against all consequences of including such particulars relating to the Goods as to unknown to the Carrier. (4) The Shipper unrecept of this Bill of Lading, The Merchant further agrees to Indemnify the Carrier against all consequences of including such particulars relating to the Goods as to unknown to the Carrier.

(4) The Shipper or recept of this Bill of Lading,

26. SHIPPER'S / MERCHANT'S RESPONSIBILITY
(1) All of the Pensors coming within the definition of Merchant in Clause 1, including any principal of such Pensor shall be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by the Merchant or Shipper in this Bill of Lading, and remains to liable throughout Carriage notwithstanding their having transferred this Bill of Lading and/or title to the Goods to any third party. Such liability shall include but not be transferred this Bill of Lading and/or title to the Goods to any third party. Such liability shall include but not be expected to the control of the Carrier of the Ca

(2) The Shipper warrants to the Carrier that the particulars relating to the Goods as set out overleaf 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 healt of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are furnished by or on healt of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are furnished by the Carrier against all softs, admaps, delay, fives, stronger and the Carrier against all softs, admaps, delay, fives, stronger and expenses arising or resulting from any breach of any of the warranties in Clause 26 (2) hereof or from any other cause whatsoever in connection with the Goods for which the Carrier is not responsible. (4) The Berchant shall comply with all regulations or requirements of customs, port and other authorities, with provisions of applicable ent-correction laws, including but not intended to the United Nations. Convention was a well as with the applicable economic sanctions regulations, including but not limited to the ones published by the United States. European Union, United Kingdom, Sultanated or Oman, United Antions and the flag state of the Carrier. The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed by the United States, European Union, United Kingdom, Sultanated or Oman, United Antions and the flag state of the Carrier. The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed or owned/controlled by an entity listed or considerable or the control of the Carrier of the Carri

and/or until redelivery to the Carrier. Merchants are deemed to be aware of the dimensions and capacity of any Continens released to them.

27. SUB-CONTRACTING AND INDEMITY

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27. SUB-CONTRACTING AND INDEMITY

(a) no claim or allegation whether arising in contract, bailment, tort or otherwise, shall be made against any servant, agent or Sub-Contractor of the Carrier, which imposes or attempts to impose upon them, or any vessel owned or chartered by any of them, any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of integligence on the part of such Presum. The servant, agent or Sub-Contractor Code, whether or not arising out of integligence on the part of such Presum. The servant, agent or Sub-Contractor Code, whether or not arising out of integligence on the part of such Presum. The servant, agent or Sub-Contractor Code, whether or not arising out of integligence on the part of the Presumption of the Carrier of the Presumption of the Sub-Contractor Consequences thereof. Without prejudice to the openating of the foreigning provisions of this Clause, every exemption, limitation, condition and liberty contained herein (other than Art III rule 8 of the Hague Rules) and every right, exemption from liability, deferce and immunity of whitsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder including the right to enforce any jurisdiction provision cuntained herein enforce the same against the Merchant, and in exterting into scornics, the Carrier, to the exerten of these provisions, does so not only on its own behalf but also as agent and trustee for such sub-Contractor, agent or servant.

purvaines, sizes to not only on its own behalf but also as agent and trustee for such Sub-Contractor, agent or servaint.

(3) The provisions of Clause 27 (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 chartering space on the carrying Vessels (4) Nothing herein contained shall be construed to limit or to relieve any beneficiaries of this Cause from liability to the Carrier for damage, loss and liability arising or resulting from their fault or neglect.

(5) The Perchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than its accordance with the terms and conditions of this fill of Lading with imposes the contraction of the Carrier of the Carrier and the Carrier and the Carrier and the Carrier and the Carrier and, if any such claim or allegation should nevertheless be made, to Indemnify the Carrier anglant all consequences thereof.

28. VARIATION OF THE CONTRACT

No servant or agent of the Carrier shall have the power to waive or vary any of the terms and conditions of this Bill of Lading, unless such waiver or variation is in writing and is specifically authorised or ratified in writing by the Carrier.

29. VALIDITY
In the event that
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anything herein contained is inconsistent with any applicable international convention or be departed from by private contract, the provisions hereof shall, to the extent of such no further, be null and void.

In the event that enything herein contained is inconsistent with any applicable international convention or national issue which cannot be depended from by private contract, the provisions hered shall, to the extent of 18.00 May 19.00 M