Carrier: ASYAD LINE BILL OF LADING Multimodal Transport or Port to Port Shipment

Shipper

INI FARMS PRIVATE LIMITED 1ST FLR, A102, BOOMERANG, MAIN CHANDIVALI FARM RD, YADAV NAGAR, CHANDIVALI, ANDHERI EAST, MUMBAI, MAHARASHTRA - 400072



Consignee (If "To Order" so Indicate)

BARAKAT QUALITY PLUS LLC JEBEL ALI INDUSTRIAL AREA 2, P. O. BOX: 48989.

DUBAI 48989, UTD.ARAB EMIR. Mobile: +971552378737 Email: Vivek.T@barakatgroup.ae B/L Number: ASLBOM2302687 (DRAFT)

Export Reference: ASLMUM072300097

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

BARAKAT OUALITY PLUS LLC JEBEL ALI INDUSTRIAL AREA 2, O. BOX: 48989 DUBAI 48989, UTD.ARAB EMIR. Forwarding Agent :

Consignee's Reference

Pre-carriage by

Port of Discharge

JEBEL ALI, UAE

Place of Receipt NHAVA SHEVA INDIA

For delivery please contact WILHELMSEN W P S DUBAI PORT SERVICES L.L.C.

Ocean Vessel / Voyage IRENES WISDOM / 2313 Port of Loading NHAVA SHEVA INDIA 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

+97143823888 Vol Marks & Numbers No of Pkgs Description of Goods & Packages Total Gr. Wt. (KGS) (CBM) 29,058.000 KGS ONLU 8001328/RH40 580 BAGS SHIPPERS LOAD, STOW, COUNT, WEIGHT AND SEAL ASL210801 01 X 40 REF CONTAINER STC TEMP: + 1 DEG.CEL. Net Wt 29,000.000 KGS TOTAL 580 BAGS ONLY (TOTAL FIVE HUNDRED EIGHTY BAGS ONLY) RED ONION 50 KG (KIMAYE) H S CODE: 07031019 INV NO: 95012654 DT: 12.07.2023 S.BILL NO: 2409341 DT: 12.07.2023 GR WT: 29058.000 KGS NET WT: 29000.000 KGS CARGO OF PERISHABLE NATURE VSL/CARRIER NOT RESPONSIBLE FOR LOSS / DAMAGE OR DECAY 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. 10 days detention freetime at destination

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]

Total No. of Containers received by the Carrier: 1X40

FREIGHT PREPAID

Freight Pavable At: MUMBAI

Place and date of issue: MUMBAI, 14-JUL-2023 No of Original BL's:Three (3)

Movement: Currency: Charge Rate Basis Wt/Vol/Val P/C Amount Total Frieight Prepaid Total Freight 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



Signed on behalf of the Carrier:

ASYAD LINE

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



about:blank 1/2

. DEFINITION Bill of Lading"

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

ears the whole or any part of the carriage, loading, unloading, handling, operations and any and

su undertaken by the Carrier in respect of the Goods.

Hears the Party on whose behalf this Bill of Lading is Issued, their servants and agents,

and for Shipper's packed and sealed Containers, a Container received in apparent good order an

no circumstances is a representation made as to the verifyer, contents, measure, quantity, quallocondition, marks or value of the Goods.

"Freight

implient, condition, marks or value of the Goods.

Minimed Transport" arises if the Place of Receipt and/or the Place of Delivery are indicated on the back of in the relevant spaces.

In the relevant spaces are spaced in the relevant space of the

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 is 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

y shall be sent or released to the Merchant at its opierals, expones and responsibility and shall be the Merchant group needing. In accepting this Bill of Lading, the Merchant arrest to be bot to exprise, terms and condition that the find that the state of the merchant conditions, terms and condition that the find that the merchant conditions are stated to the merchant conditions and the merchant conditions are superaided and the conditions are superaided to the conditions are superaided to the merchant conditions are superaided to the conditions are supe

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

and this Bill of Lading.

**LEVESSEL OPERATING COMMON CARRIER (NVOCC): and has issued, or intends to issue, other cleritant is a Non Vessel Operating Common Carrier (NVOCC); and has issued, or intends to issue, other cleritant is a Non Vessel Operating Common C

In ort.- 24 no. 13 no. 14 no.

ntractor.

di Transport

exceptions of sub-Clauses 6(2)(b) and 6 (2) (c), the liability for rail or road Carriage will

exceptions of sub-Clauses 6(2)(b) and 6 (2) (c), the liability for rail or road Carriage will

emined in accordance with the internal law of such state and/or any international conven

emined in a sub-clause and a sub-clause a

With respect to road Carriage between countries in Europe, liability shall be determined in accordance with the work of the Carriage of the Carriage of Cooks by Road (CRR), dated 19th May 1956; and the representation on the Contract for the International Carriage of Cooks by Road (CRR), dated 19th May 1956; and the International Carriage of Carriage of Cooks by Road (CRR), dated 19th May 1956; and the International Carriage of Car

upon request. In Clause 6.50 (a) (b) to 6.(2) (d) supur, the Higher Bules as per Clause 6.1) shall apply to get as provided the United States where US COSSA is not compuleny applicable.

Carrier shall not be liable for any loss or damage that occurs before shipment or after discharge and shall be relieved of liability for loss or damage occuring during the Carriage if shall be so or damage was caused cause or event which the Carrier could not have avoided and the consequences of which it could not have bely prevented. The Carrier's liability for damage shall on not account exceed the limits of liability under the

3) Agency.
3) Agency.
3) Agency.
before the Carrier undertakes to accomplish any act, operation or service not initially agreed or mention is Bill of Lading, it shall act as the Merchant's agent and shall be under no liability whatsoever for any loses, indirect or consequential loss arising out of resulting from such act, person or service. If, for any reason whatsoever, the Carrier is denied the right to set as agent as mentioned byte. It is allowed to result the right to set as agent as mentioned, the loss of the l

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

7. NOTICE OF CLAIM AND TIME FOR SUIT.

LINE FOR SUIT.

Ioss or damage to the Goods specifying or describing the exact nature of such loss or damage to the Goods specifying or describing the exact nature of such loss or damage to the Carrier at the Port of Discharge or Place of District Port of Discharge or Place of District Port of the International State of the Port of Discharge or Place of District Port of the International State of

el Guodos, excusive of local charges anny/or cenurirage.

SOSA limitation to Scarniage

Carriage is to or from the United States of America as stipulated in Clause 6 (1), and unless the nature of the Goods is declared on the back of the Bill of Lading in the condition set out in Clause 8 (2), the imitation of Iliability in respect of the Goods, shall not exceed US\$ 900.00 per Container, pockage, and expected on the Condition of the Condition of

t, US\$ 500.00 per customary Freight units.

METHODS AND ROUTES OF CARRIAGE

The Carrier may at any time and without no

Carrier may at any time and writtons more any means of Carriage whatsoever, any means of Carriage whatsoever, sfer the Goods from one conveyance to another, including but not limited to transshipping or carrying another Vessel than that named on the back hereof, ck and remove the Goods which have been packed into a Container and forward them in a Container or the container or the container or the container or the container and forward them in a Container or the container

Low any journey, and proceed to or stay at any place or port whatsoever, once or more onten order), at any speed, and proceed to or stay at any place or port whatsoever, once or more onten order). The private of places are placed or port of places are placed to place or port or design and and to the floodosid at any such place or port, on acting or privat of blockings or placed of placed places are placed to place or port, on acting or to act as or on behalf of such operament or authority, or having under the terms of any insurance or years employed by the carrier the rejit to give orders or directions, and/or (o) permit the Vessel to the or without placts, to tow or be towed or to be dry-docked. On the purpose whatsoever, whether or card with the Carriers of the cooks, including building or through the post of the cooks, including building or through the places of the cooks, including building or through any Bronous, including but not timited to Persons involved persons or maintenance or the Vessel and assisting vessels in all situations. Anything done in evith Calause 9 (1) or any delay arising therefrom shall be deemed to be within the contractual Carria of the design of the cooks, including but not be defined to the definition.

In the Carrier's opinion, at any time the Carriage is or is likely to be affected by any hindrance, riss, Gangur, y difficulty or disadvantage of whistoverwinfor (dher than the inability of the Goods selvley or properly to be ried or carrier further which is provided for in Clause 24 infra) and howscever arising (even though the umstances giving ries to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this tract was entered into or the Goods were received for Carriage), the Carrier (whether or not the Carriage is immenced) may, without prior notice to the Merchant and at the sole discretion of the Carrier; carry the Goods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, either by the

BILL OF LADING Terms and Conditions

(b) suspend the Carriage of the Goods and store them ashere or affoot upon the terms and conditions of this fall of adaingt and endeavour to forward them as soon as possible, but the Carrier makes no representations as to the many and the control of the Carrier elects to invoke the terms and conditions of this Classe 10 (b) the subject to the terms and conditions relight to the subject to the terms and conditions relight to the subject to the terms and conditions relight to the control of the Carrier elects and conditions relight to the Goods and place the Goods at the Merchant's disposal at any place or port which the Carrier in the Goods and place the Goods at the Merchant's disposal at any place or port which the Carrier in the Goods and place the Goods and 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 Merchant shall pay any additional costs of the Carrier jet and delivery and storage at, such place or port. If the Carrier is the carriage under Clause 10 (b) this shall not projudice to a right subsequently to abendon the Carriage under Clause 10 (c).

pect of the Goods stored as diversald shall cease, and the costs of such storage (if paid or payable by the river or any agent or Sub-Contractor of the Carrier) shall forthwill upon demand be paid by the Merchant to Carrier.

If the Merchant of the Carrier of

oght shall be deemed fully earned upon booking of the Goods for the Carriage and shall be paid and non-ble in any event. Should the Merchant cancel the booking of the Goods for the Carriage, at any time and reason whatsoever, it shall be liable for payment to the Carrier, its agents, representatives, successors, os, of an amount equal to the value of the Freight, including al charges, costs and expenses deriving for celestion of the booking.

outl' equal to the value or the signalations concerning the currency in which the Freight is to be the booking.

The property of the signalation concerning the currency in which the Freight is to be go, devaluation and other contingencies relative to Freight in the Applicable Tariff, calculated based on particulars furnished by on on behalf of the Shipper. If the particulars hehalf of the Shipper are incorrect, it is agreed that liquidated damages shall be payable to '

furnished by or on behalf of the Shipper II the particulars furnished by or on behalf of the Shipper. II the particulars furnished by or on behalf of the Shipper are incorrect, it is agent that liquidated damages shall be payable to the Carrier in accordance with the Applicable Tariff.

If a payable to the Carrier in accordance with the Applicable Tariff.

If a payable to the Carrier is agents, representables, successor so read the carrier in a present to the Carrier is agents, representables, successor so read the carrier in the Carrier is agents, and the payable to the Carrier in any event for the Edward in the Freight and any amount due under a contractual or toritous claim, which it has or may have against the Carrier and/or it is sub-Contractors, agents, officers, employees or assignees, whether or not the claim is related to the Edward and the Carrier in any event in a payable to the Carrier in any event in a contractual or toritous claim, which it has or may have against the considered to be the exclusive agent of the Merchant for all purposes and any payment of Freight to such Person all not be considered payment to the Carrier in any event a Failure of such Person to pay any part of the Freight to the Carrier in any event of the Carrier in any event to color of the Carrier in any event of

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 in ander or incurred, and shall by assistance and several contractions, the Merchant shall contribute with the Carrier in connection with a general average or salvage 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.

(3) 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.

(3) Any general average contribution of the Carrier and in any currency at the option of the Carrier.

(3) Any general average contribution of the Goods before delivery if the Carrier or the operator of where sufficient to cover the estimate general average contribution of the Goods before delivery if the Carrier or the operator does not so require, with three (3) months of the delivery of the Goods, whether or not the obligation to exercise any lien for general average contribution due to the Merchant.

(3) Conversion into the currency of the delaystement shall be accludated at the rate prevailing on the date of payment for disbursements and on the date of completion of discharge of the Vessel for allowances.

(4) If a salving vessel is owned or operated by the Carrier, shadye shall be paid for as fully as if the salving vessel was a state of the contraction of the Carrier and the carrier may act as its agent to section shall be active and the Carrier may act as its agent to section shall be active and the Carrier may act as its agent to sec

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 whatsoeve 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 animum above the base lending late of the centrals bails of the contrib without curriery the adjustment is significant to the contribution of the contri

other or non-carrying simple other or non-carrying simple egoing provisions shall also apply where ejects other than, or in addition to, the conformation of the confo

in surrendered authorising delivery to a single Merchant at a single Pilice of Delivery. The meet is not fulfilled the Carrier may unpack the Container and, in respect of Goods for ve been surrendered, deliver them to the Merchant on a LCL basis. Such delivery shall hereunder, but will only be effected against payment by the Merchant of LCL Service es appropriate to LCL Goods (as laid down in the Tariff) together with the actual costs and services rendered.

siner shall take delivery thereof (including any damaged portion) and bear any shorts ns as the Carrier shall in its absolute discretion determine, and such delivery shall co

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

Containers and consolidated with other Goods in Containers, may be carried on deck or under deck without notice to the deck" on the back hereof, or any similar mention, the Goods th Goods whether carried on deck or under deck, shall participal thin the definition of Goods for the purposes of the Hague Ruler

19. LIVE ANIMALS The Carriage of live a

name, label and classification (if applicable) to the Currier and obtaining its express consent in writing, and without the Containner as well as the Goods themselves being disturbly marked on the outside so as to indict the nature and character of any such Goods and so as to comply with any applicable laws, regulations or requirements. If any such Goods are delivered to the Carrier without such written consent and/or marking, the opinion of the Carrier the Goods are or are deemed liable to become of dangerous, noxious, hazardous, the opinion of the Carrier the Goods are or are deemed liable to become of dangerous, noxious, hazardous, a final marked by the Carrier and the Carrier shaped of the Carrier's right to Treight. (2) The Merchant undertakes to provide the Carrier with all accurate and up to date detailed information rele

nods.

Nodes (not procedured in that Clause shall deprive the Carrier of any of its rights provided for elsewhere.)

FOREISHABLA GOODS.

1 Coods of a perishable nature shall be carried in ordinary Containers without special protection, services or described the container of the process of t

The complete of the Bulbot far in Justice of the Container Itself to the Merchant or any time Control fail in the Bulbot far in Just of or damage to the Goods arising from latert defects, an epiment, breakdown, defrosting, stoppage of the refrigerating, verifitating or any other specialized theory, plant, insulation and/or apparatus of the Container, breakdown, defrosting and the beginning of the Carriage exercise due diligence to maintain tanser supplied by the Carrier in an efficient state.

It by order of the authorities at any place, a Container must be opened for the Goods to be inspected, if the carrier will not be liable for any loss or damage incurred as a restult of any opening, unpacking, inspection cking. The Carrier shall be entitled to recover the cost of such opening, unpacking, inspection and re-pact mits Meterological and the Section of the Authorities and the Section of the Section of the Authorities and the Section of t

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 state under this Clause.

3.2. MRCHANT-PACKED CONTAINES
If a Container has not been packed by the Carrier:
(1) The Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall Indemnify the Carrier against any injury, loss, damage, liablility or expense whatsoever incurred by the Carrier if such loss of or damage to the Goods and for such injury, loss, damage, liablility or expense whatsoever incurred by the Carrier if such loss of or damage to the Goods and or such injury, loss, damage, liablility or expense what some caused by any matter beyond its loss of the manner in which the Goods have been packed, stowed, stuffed or socured, (c) the unsuitability or the Goods for Carriage in the Container supplied, (c) the unsuitability or the defective condition of the Container or the incorrect setting of any ventilation or any other special or refrigeration controls thereof, provided that, if the Container has been supplied by or on behalf of the Carrier, this unsuitability or defective condition could have been apparent upon inspection by the Merchant at (c) packing refrigerated Goods that are not at the correct temperature for Carriage, and/or (e) condensation.

(2) The Merchant is responsible for the packing and sealing of all Merchant-packed Containers and, if a Merchant-packed Container is delivered by the Carrier with its original seal intact, the Carrier shall not be liable for any damage, liability or expense was caused by a matter referred to in Clause 23 (1) (c), the Merchant shall not be liable to Indemnity the Carrier in Septent thereof unless the provision referred to in that sub-Clause applies.

(d) The Merchant shall inspect the Container before packing it and the use of the Containers hall hose statements.

evidence of it being sound and suitable for use.

24. ARRIGAE 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 almodoment, storage, safe or disposal shall be deemed to constitute due delivery under this fall of Lading. The Merchant shall afford the Carriage and the Carriage and the Carriage and 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, under cover or in the open and the carriage and/or store them abone or afford.

storage, sale or disposal shall be deemed to constitute due delivery under this Bill of lading. The Merchant shall Indemnify the Carrier against any additional expense and liability so incurs?

28. DESCRIPTION OF GOODS

(1) This Bill of Lading shall be prime face evidence of the receipt by the Carrier from the Shipper in apparent (1) This Bill of Lading shall be prime face evidence of the receipt by the Carrier from the Shipper in apparent (1) This Bill of Lading shall be prime price and the short seven price of the total number of Containers or other price price price evidence of the total number of Containers or other price price price in the bill indicated in the box on the back hereof entitled "Total No of Containers / Packages received by the Carrier".

(2) Except as provided in Clause 25 (1), 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 (3) If any particulars of any Letter of Credit and/or Import Lucine and/or Seale Contrata Androft movice or order number and/or details of any contract to which the Carrier is not a party are shown on the back of this Bill of Lading, such particulars in this Bill of Lading, and the Carrier's liability under this Bill of Lading. The Merchant further agrees to Indemnify the Carrier against all consequences of including such particulars in this Bill of Lading, The Merchant further agrees to Indemnify the Carrier (1) The Shipper varients to the Carrier that the particular relating to the Goods as set dut overlet have been furnished by or on behalf of the Shipper are adequate and correct. The Shipper also warrants that the Goods and individual contains no contraband, drugs or other Lecrifier that the Logods will not cause loss, damage or expense to the Carrier for the Are carrier than 10 to the Carrier to the Area of the Carrier to the

(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 recept of this Bill of Jading and that such particulars, and any other particulars furnished by or on hellal of the Shippers are adequate and correct. The Shipper also warrants that the Goods are furnished by or on hellal of the Shippers are adequate and correct. The Shipper also warrants that the Goods are considered to the Carrier against all ones. A second of the Carrier against all ones, damage, delay, fines, attornet fees 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 Merchant shall cemply with all regulations or requirements of customs, port and other authorities, with any other cause whatsoever in connection with the Goods for which the Carrier is not responsible. (4) The Merchant shall cemply with all regulations or requirements of customs, port and other authorities, with a spilicable economic sanctions regulations, including but not limited to the ones published by the United States, European Linnon, Linned Kingdom, Statestee of the Shippers and Actions and the flags state of the Carrier. The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed of the Carrier. The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed or "Specially Designed National". The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed or "Specially Designed National". The Merchant further represents and warrants that it is not listed or owned/controlled by an entity listed or the National National Carriage understants in the Carrier of the Republic of the generality of the foregoing, freight for any additional Carriage understants, increded or all the National Carrier of the National

lamers released to them. S**UB-CONTRACTING AND INDEMNITY** The Carrier shall be entitled to sub-contract the Carriage on any terms whatsoever. The Merchant undertakes:

In the Carrier shall be entitled to sub-contract the Carriage on any terms whatsoever.

The Nerchant undertakes:
In claim or allegation whether arising in contract, ballment, fort or otherwise, shall be made against any not claim or allegation whether arising in contract, ballment, fort or otherwise, shall be made against any revent, agent or Sub-Contractor of the Carrier, which imposes or attempts to impose upon them, or any vessel and the contract of the c

purvaions, users so not only on its own behalf but also as agent and trustee for such Sulf-Contractor, agent or revnant.

(3) The old Chause 27 (2) Including but not find the 16 the undershape of the Merchael contained.

(3) The old Chause 27 (2) Including but not find the 16 the undershape of the Merchael contained.

(3) The All Endand to Glassia or allegations of shabstowers rollute against offer ferones chartering paper on the Clause from liability to the Carrier for damage, loss and liability arising or resulting from their fault or neglect.

(3) The Merchael further undertakes that no clause in eliapsion in respect of the Goods and the ande against the clause of the Carrier for the state of the Carrier for the Carrier f

In the event that anything herein contained is inconsistent with any applicable international convention or an assessment of the departed from the private contract, the provisions hered shall, to the extent of such 30. LMV.

30. LMV.

Except as specifically provided elsewhere herein, the law of England and Wales shall apply to the terms and conditions of this Bill of Lading, and the law of England and Wales shall also be applied in interpreting the term of the contract of the provision of the shall apply to the terms and conditions of this Bill of Lading, and the law of England and Wales shall also be applied in interpreting the term of the contract of the provision of the shall be applied in interpreting the term of the contract of the provision of the contract of Carriage and State of the Carriage and the Car

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