



### (Incorporated in Singapore) CO. REG. NO 196700080N PORT-TO-PORT OR COMBINED TRANSPORT BILL OF LADING

| Shipper:<br>SREE RAMA SHRIMP PRODUCTS PRIVATE<br>LIMITED<br>88-60-4/39,D BLOCK NO 202,LAFLORA<br>APARTMENT,RAJAHMUNDRY,EAST<br>GODAVARI,ANDHRA PRADESH - 533106, | Bill of Lading No.       VTZ400024500         Booking No.       VTZ400024500         Export Reference: |   |  |  |
|--|--|---|--|--|
| Consignee:<br>TRANG KHANH SEAFOOD CO., LTD<br>NO.99, LO REN STREET, WARD 5, BAC<br>LIEU CITY, BAC LIEU PROVINCE,<br>VIETNAM                                      | Pre-Carriage by:<br>Vessel/Voyage Number:<br>INTERASIA MOMENTUM E043                                   | Place of Receipt:<br>VISAKHAPATNAM, INDIA<br>Port of Loading:<br>VISAKHAPATNAM, INDIA       |  |  |
| Notify Party:<br>TRANG KHANH SEAFOOD CO., LTD<br>NO.99, LO REN STREET, WARD 5, BAC<br>LIEU CITY, BAC LIEU PROVINCE,<br>VIETNAM                                   | Port of Discharge:<br>CAT LAI PORT, *<br>Number of original B/Ls<br>Zero (0)                           | Place of Delivery:<br>CAT LAI PORT, *<br>Merchant Declared Value (see clause 7(6) & 31(3)): |  |  |

### PARTICULARS AS DECLARED BY SHIPPER, WITHOUT RESPONSIBLITY OR WARRANTY AS TO CORRECTNESS BY CARRIER(see clause 15)

| Container Nos./Seal Nos.<br>Marks & Nos.  | Quantity/Number of<br>Packages |  | Description of Goods  | Gross Weight | Measurement |  |  |  |
|---|--------------------------------|--|---|--------------|-------------|--|--|--|
| FREIGHT & CHARGES   | *                              | 1700 CARTONS<br>CARGO STOWED<br>AT MINUS 18 DJ<br>FROZEN HEADLE:<br>NET WEIGHT/NE'<br>SCIENTIFIC NAI<br>PACKING :2 KG<br>SHIPMENT TERM:<br>ORIGIN:INDIA<br>HS CODE:03061'<br>CONTRACT NO.00<br>INVOICE NO:SR:<br>NET WEIGHT:20<br>GROSS WEIGHT:<br>S.B.NO :867800<br>*HO CHI MINH,<br>DEM/DET APPLIQ<br>CTIC : R5:<br>CRITERIA : RF2                 | IS CODE:030617<br>CONTRACT NO.005/051.TTH.AT.2024 DATE:01.03.2024<br>INVOICE NO:SRSPPL/040/23-24 DATE: 21.03.2024<br>IET WEIGHT:20400.000 KGS<br>ROSS WEIGHT:28050.000 KGS<br>.B.NO :8678005 DATE:27.03.2024<br>HO CHI MINH,VIETNAM<br>DEM/DET APPLICATION DAY.<br>. CTIC : R5:14 DAYS FREE COMBINED DETENTION INBOUND CONTAINER<br>CRITERIA : RFA EXCEPTION (VTZFS230220)<br>TO BE CONTINUED ON ATTACHED LIST ** |              |             |  |  |  |
| Agent's Address at Destination :<br>PIL VIETNAM CO., LTD<br>"5 - 6 th flr, SGNR building No 161 -163 Ky<br>Con str, dist.1, HCMC, Vietnam. Tel.84<br>2838212808 Fax.84 2838212508<br>Total number of containers or packages received by the Carrier :<br>1X40RH CONTAINER(S) ONLY |                                | PLACE & DATE OF ISSUE :         SHIPPED ON BOARD DATE :       30-MAR-2024         IN WITNESS WHEREOF the number of original Bills of Lading stated above all of this tenor and date has been signed, one of which being accomplished the others to stand void.         Signed for the Carrier.         PACIFIC INTERNATIONAL LINES (PRIVATE) LIMITED |   |              |             |  |  |  |



# PACIFIC INTERNATIONAL LINES (PRIVATE) LIMITED

CO. REG. NO 196700080N

(Incorporated in Singapore)

PORT-TO-PORT OR COMBINED TRANSPORT BILL OF LADING

Bill of Lading No. VTZ400024500

Booking No. VTZ400024500

#### Export Reference:

| Container Nos./Seal Nos.<br>Marks & Nos. | Quantity / Number of<br>Packages | Description of Goods / Gross Weight / Measurement |
|--|----------------------------------|---|
|  |                                  | <br>  |

-. APPROVAL NUMBER : INRO24030094B

| Cntr No                | Seal No.  | Sz/Ty | Qty  | Pkg Type | Weight | Measure |
|------------------------|-----------|-------|------|----------|--------|---------|
| PCIU6113175<br>(CY/CY) | IN0186423 | 40RH  | 1700 | CARTONS  | 28050  |         |
|                        |           |       |      |          |        |         |

FREIGHT PREPAID SHIPPER'S LOAD STOW COUNT & SEAL FULL CONTAINER LOAD

## Definitions 'Carriage' means the whole or any part of the operations and set goods covered by this Bill of Lading.

# goos covered by this bill of Lading. 'Currier' means the party on whose behalf this Bill of Lading has been signed. 'Combined Transport' arises if the place of receipt and/or the place of delivery are indicated overleaf in the relevant assace.

Goods' means the whole or any part of the cargo accepted from the shipper and includes any container not supplied by or on behalf of the carrier. Hage Roler means the provisions of the International Convention for the Unification of certain rules relating to Bill of Lange Roler means the provisions of 25h August 1924 and includes the amendments by the protocol signed at Bill set and the state of the state of the state amendments are compational applications for the BI of Lange, the is expressly provided that nothing in the BI of Lading shall be construed as contractually applying the said rules as amended by the state protocol.

Holder' means any person for the time being tawfully in possession of this Bill of Lading or in whom rights of suit and/or liability under this Bill of Lading have been kansterred or vested. Merchant means any person who at any time has been or becomes the shipper, holder, consignee, the receiver of the goods, any person owning or entitled to the possession of the goods or this Bill of Lading and any person ading on behalf of any such person.

Person' includes an individual, company, group or other entity Port of Discharge' means any port at which the goods are discharged from any vessel (which may either be a feeder vessel or an ocean vessel and is not necessarily the vessel named overleal) after carriage under this Bill of Lading.

Port of Loading' means any port al which the goods are loaded on board any vessel (which may either be a feeder vessel are ocean vessel and is not necessarily the vessel named oveled) for cartage under this BI of Loading.

actor' means(but is not limited to) owners and operators of any vessels (other than the carrier), warehousemen, container terminal or depot operators, road, rail and air transport operators and any it contractor employed by the carrier in the performance of the carriage or any part thereof and any of intractors, accent and ervants. independe their sub-c vater borne craft used in the carriage under this Bill of Lading, which may be a feeder vesse 'Vessel' means any

2. Cartie's Tail The terms of the cartie's applicable tariff are incorporated herein. Copies of the relevant provisions of the applicable tariff are obtainable from the carrier upon request. In the case of inconsistency between this Bill of Lading and the cartie's applicable tariff, this Bill of Lading athat prevail.

Waranty
 Waranty the merchant warants that in agreeing to the terms hereof he is, or has the authority of, the person owning or entitled to the possession of the goods and this Bill of Lading.

4. Sub-Contracting (1) The carries shall be entitled to sub-contract on any terms the whole or any part of the carriage, including any loading, unbading, aloning, warehousing and handling of the goods and all duties whatsoever undertaken by the carrier in relation to the goods.

(a) (a) (or the purpose of this contract, the term "Servard" shall include the owners, managers, and operating of the contract, the term "Servard" shall include the owners, managers, and operating of the contract, the term "Servard" shall include the owners, managers, and operating the contract shall be owners, managers, and the contract shall be owners, the contract shall be owner contractual privity winn the Camero or not. (b) It is hereby expression yarged that no Servant shall in any circumstances whatboever be under any lability whatboever Is the shipper, consignee, receiver, hober, or other party to this contract (hereinafter termed) "Mortant" (*I* any use, damage or delay of virbaboever kind rating or resulting device) in ribredly from any act, neglect or destuil on the Servarit's part while acting in the course of or in connection with the performance of this contract, including unsearchithmes of the Vesteel and/or breach of a landmental term and/or in all other

respects. (ii) Without projudice to the generality of the foregoing provisions in this clause, every exemption, initiation, condition and every portained particle that the Addition is of the high-high-port of the addition of the sector of the Addition of the be entired to every the same against the Methania Methania and chading the the registrone of the Sector addition unasouthered of the Vision of the Addition of the Addition of the Addition Sector Addition of the Addition of the Addition of the Addition of the Addition Addition unasouthered the Vision of the Addition of the Addition of the Addition addition unasouthered the Vision of the Addition of the Addition of the Addition addition unasouthered the Vision of the Addition of the Addition addition unasouthered the Vision of the Addition of the Addition of the Addition addition of the Addition addition of the Addition addition of the Addition addition of the Addition addition of the Addit (d) (i) The Merchant undertakes that no claim or allegation whether animping northat, batter that be made against any Servard of the carrier which imposes or altempts to impose upon any of them or any assign out of the procession of the service and the service of the service and the

 (i) The Merchant undertakes that if any such claim or allegation should nevertheless be made, he will indemnify the carrier against all consequences thereof. (e) For the purpose of sub-paragraphs (a) to (d) of this clause the carrier is or shall be deemed to be acting as agent or fusate on behalf of and for the benefit of all persons mentioned in subclause (a) above who are his Servant and all sub-persons shall to this extert be or be deemed to be parties to this contract.

5. Conter's Responsibility - Port-Sa-Port Cantage. (1) When the cantage is port-to-port, the Babling (up is and airty discharge from that vessel of from another vessel in owhich the pools have been transmitting that the port of airty discharge from that vessel of from another vessel in owhich the pools have been transmitting that all being for that you will be that the making the Hayae Relat. Cantage (up is a strain of the BBI of Lading, or in any other case in accordance with the Hayae Relat. Radies IVIII Includee only.

- region - temps, a sense rule ICB/BEP 079.
 C) The carrier table for under The biblity heatbacever for loss, damage or delay to the goods, howsnower caused and howsnower arising, if such toos, damage or delay is caused or arises prior to lossing under the biblity heatback of the sense of the tore arises prior to the sense of the tore are also and the sense of the tore are also and the sense of the sense of the sense of the sense of the tore are also and the sense of the loss of the loss

can no cours at sea. (3) In the event of the goods being discharged at a port officer than the port of discharge nominated in this Bill of Lading and forwarded to the nominated port of discharge by whatever means, the Hague Rules as referred to in paragraph (1) of this clause shall continue to apply until delivery at the nominated port of discharge (or elsewhere), nothistanding that the caralige may not be by sea.

Catenticity, internamentary en la catencia any interview of y zea. 6. Canter's Regroundly-Catentical Transport, the carter undertakes to perform and/or in his own name to procere Where the carriage is conteined transport, the carter undertakes to perform and/or in his own name to procere performance of the carriage from the piace of trends of the profit of particity of the carrier shall be liable for toos, damage or delay occurring during the carriage only to the extert set out boto. (1) If the stage of the carriage during which the loss or damage or delay occurred is not known:-

(a) Exclusions-(b) fifthe stage of the carriage during which the loss, damage or delay occurred is not known, the carrier shall be relieved of liability for any loss, damage or delay if such loss, damage or delay was caused by-(i) an act or omission of the merchant or any person acting on behalf of the merchant other than the carrier, his servants, agents and sub-contractors; (i) The lack or insufficiency of or defective condition of packing or marks;

(ii) Handing, loading, stowage or unloading of the goods by the merchant or any person acting on behalf of the merchant:

vice of the goods: v) Strike, lookout, sloppage or restraint of labour, from whatever cause, whether partial or general

(vii) Any cause or event that the carrier could not avoid and the consequences of which he could not prevent by the exercise of reasonable dispence: (viii) Any act or omission of the carrier the consequences of which he could not reasonably have foreseen; or

e with the instructions of any person entitled to give them. (b) Burden of Proof-The burden of proof that the loss, damage or delay was due to one or mor this Clause 6(1) shall rest upon the camer, save that if the camer establis

In this cause of photon we can be used by the start of the causes of events specified in the causes of events specified in the cause of the causes of the cause of the cause

evens. (c) Limitation of Liability-Except If Clause 7(3) or Clause 32 applies, if Clause 6(1) is applicable, the total compensation for loss of damage shall under no circumstances whatsover and however and invested 2 SDRs per Mogurum of the groups worth of the Goods had or damaged or GaB\* MD per package or customary customation. In customer is how -. The Cumer what how under no bablity whatsover for any delay, however example.

C2) If the stage of the carriage during which the loss or damage or delay occurred is known: -Subject to Clauses 18 and 19, if it is known during which stage of the carriage the loss, damage or delay occurred, the liability of the carrier in respect of such loss, damage or delay shall be determined.

camer in respect or such loss, damage or deay shall be overmined. (a) By the provisions contained in any international convention or national law which provisions: (i) Cannot be departed from by private contract to the detriment of the merchant, and

(i) Would have applied if the mechanic had made a separate and direct contract with the carrier in respect of the particular stage of the carriage during which the loss, damage or delay occurred and had neover as evidence to the advection of the carrier in relational wave applicable or document whech must be assued in order to make such intervational convention or national wave applicable.

(b) By the Hague Rules, Articles 1 - 8 inclusive only, if the loss or damage or delay is known to have occurred during waterborne carriage and no international convention or national law would apply by virtue of Clause

For the purposes of Cause 6(2), references in the Hague Rules to carriage by sea shall be deemed to include references to all waterborne carriage and the Hague Rules shall be construed accordingly. (3) If the place of receipt or place of delivery is not named on the face hereof:

(a) If the place of receipt in not named on the face hereof, the carrier shall be under no fability whatsoever for loss, damage or delay to the goods, howsoever caused, if such loss, damage or delay arises prior to loading onto the (b) If the place of delivery is not named on the face hereof, the carrier shall be under no liability whatsoever for loss of or damage to the goods, howsoever caused, if such loss or damage arises subsequent to discharge from the summa!

Notwithstanding the above, in case and to the extent that any applicable law provides for any additional period of responsibility, the carrier shall have the benefit of every right, defense, initiation and liberty in the Hague Rules during that period, notwithstanding that the loss, dramage or delay did not court at sea.

In the proof of the proof is the proof of the book, damage or dealy did not cock as even. 1. Composition and Social Linking Providers Social Composition and Social Linking Providers Social Composition and Social Linking and the social Composition and the calculated by elements compensation in respect of loss of or damage by the gooks, and composition has be calculated by elements and the social Composition of the social Composition and the social Composition and the calculated by the social social Composition of the social Composition of the social Composition and the calculated by the social composition of the social composition and the calculated by the social composition of the social compositien of th

nitation are applicable by national law, the liability of the Carrier shall in no event exceed the limit sicable national law. If the Hague Rules are applicable otherwise than by national law, in silly of the Carrier the liability shall in no event exceed GBP100 per package or customary

higher compensation than that provided for in this Bill of Lading may not be claimed unless, with the consent of the carrier, he value of the goods declared by the support prior to be commencement of the declared value shall be this Bill of Lading and exists flexibility (aud. If required, in that case, the amount of the declared value shall be the basis of auto-indender value). In this Bill of Lading, Avrip partial loss or damage shall be adjusted pro-tate on the basis of auto-indender value.

(4) Inspection by Authonties I by order of the authonities at any place, a container has to be opened or unpacked for the goods inspected, the carrier will not be liable for any loss, diamage or delay incurred as a result of any ope unpacking, inspection or repacking. The carrier shall be entitled to recover the cost of such opening, unpa majection and repacking from the mercurant.

8. General: (1) The carrier does not undertake that the goods shall arrive all the post of discharge or place of delivery at any particular time or to meet any particular marked crue and the carrier shall no no charantance what however and the share of the bary specialise therational coversion constrained laws that the share of the share of the carrier is held to be not entitled to completely exclude lability for delay, it is hereby expressly ageed that the carrier is lability for and delay share of the completely exclude lability for the carries and the first Biol a Labor. (2) Save as is otherwise provided for in this Bill of Lading, the carrier shall in no circumstances be liable for any direct, indirect or consequential loss or damage or loss of profits arising from any other cause.

(3) The terms of this Bill of Lading shall govern the responsibility of the carrier in connection with or arising out of the supply of a container to the merchant whether before or after the goods are received by the carrier for transportation or delivered to the merchant. (4) Any superficial rust oxidation or consideration inside a container or any like condition due to moisture is not the responsibility of the carrier, unless the said condition arises out of the carrier's faiture to provide a seaworthy container to the merchant prior to loadina.

container to the merchanit prior to braking. 6.) Terminal handlings envice charges and/or container demunage as per the carrier's tell flogether with a deposit, where respected by the carrier. If the carrier gives and the carrier's tell is gradient and deposit, where respected by the carrier. If the carrier's tell is gradient and the prime tell set deposi-deposit, where respected by the carrier. If the carrier's tell is gradient and the carrier's tell is gradient. If the carrier's tell is gradient to the carrier's tell is gradient. The demunage will be applied bareards the paryment of determinants, and the mechanic. 18. Notes of Loss, Time Bar. (1) Unless noted on the loss, damage or delay to the goods, specifying the gareers insule of such tass, damage or place of denivery is named on the table hereof barbars or at the rine of the memory and the goods in the cardient denivery be carrier of the goods devolve bit the goods. The sec damage of devir at appendix denivery to the carrier of the goods devolve bits the carrier of the terms of the goods in the cardient of denivery to the carrier of the goods devolve bits the Barbard terms of the terms of

detery by the cambre of the goods described in the BB of Lading. (a) The cambre diff any excels is described in the BB of Lading and in respect of the goods, upleas and is located in the proper forum and white hundreds benedia given to be cambre with more morths after delayer (a) the goods or 1% goods are in ordivered. Item morths after delayer dates and the BB of delayers and the goods or 1% goods are in the goods or the goods are in the goods. The goods are the goods are provided by the goods or 1% goods are in the goods or the goods are indexing the goods are the goods are provided by the single the goods are delayers and the goods are the area the goods are the goods are the goods are the goods area are the goods are the goods are the goods area are the goods are the goods are the goods area area and distanced by an one goods area are the goods area are the goods area.

11. Shipper-Packed Containers (1) If a Container thas not been prepared, filled, packed shifled or loaded by the Carrier, the Carrier shall not be labble for loss of or damage to the contents and the Merchant shall indemnify the Carrier against any loss, damage, fability or expense incurred by the Carrier, if such loss, damage, liability or expense has been caused

: ) the manner in which the Container has been filled, packed, stuffed or loaded; or ) the unsuitability of the Goods for carriage in or on the Container supplied; or (c) the unsuitability or defective condition of the Container arising without any want of due diligence on the part of the Carrier to make the Container reasonably fit for the purpose for which it is required; or

(d) the unsuitability or defective condition of the Container or the incorrect setting of any temperature controls thereof which would have been appared upon reasonable inspection by the Merchant at or prior to the time when the Container was filed, packed, statiffed or otherwise prepared for shipment, or ) packing of temperature controlled Goods at other than the booked temperature.

(f) without prejudice to the foregoing, any other matters whatsoever which occur or which were undertaken before the Container is presented to the Carrier for shioment. 

Description of Doxidin To contract of the social many control authorized by Herm, shall be entitled, but under no obligation, to open, uppak of to scan any contralence or participant at any time and to inspeed, weigh innov measure the goods on the social many contralence or participant any time and to inspeed, weigh innov measure the goods on the social many contralence or the proceeding on the proceeding on the process of the social participant of the colors and/or the the Cases what net weight any time that any social participant of the colors of the social of the social many control of the social many time that, due to their condition, the goods or any part thereof, cannot sately or properly be that appear to entities of the social of the social of the social of the monitoriant (but any has goed to object of the goods or any part thereof, and or abandom the monitoriant (but any has goed to object), and or the goods or any part thereof, and or abandom the monitoriant (but any has goed to object). The the goods or any part thereof, and or abandom the entities and/or table to abandom the social and the goods or any part thereof, and or abandom the entities and the table and to object of the goods of any part thereof, and or abandom the entities and the table and the social condition on the to object of any part thereof, and or abandom the contral part table and and to object of the goods of any part thereof, and or abandom the contral good and particular contralences most appropriate) and such also deposit, and abandomment of strange altable to constitute the deposition or abandom the contral good and particular contralences most appropriate) and such also deposition. The contral good and appropriate the social control contralence to contrale the deposition or abandom the social good and appropriate contralence to contrale the deposition.

 Lescription of Goods
 House and share evidence of the receipt of the goods by the carrier from the shipper in apparent good ander and condition, except as otherwise noted, of the total number of containers or other packages or units emernated overlas. o scopt as provided in Clause 14(1), no representation is made by the carrier as to the weight, contents, sure, quantity, quality, descripton, condition, marks, numbers or value of the goods and the carrier shall be rise research study whatsoever in research shall be description or anticulars.

If any particulars of any letter of reals and/or import (serve and/or sale contract and/or invoice or order number are shown on the Bit of Ladrag, such particulars are included solely after request of the mechanism for to and to the ter-include or outparticulars and the ter-particular and a declaration of value of the end-outpart and to the ter-include in outparticulars and in the ter-particular and a declaration of value of the good (which and to the ter-include) and in other particulars and a declaration of value and the good (which any letter of the anti-particular state) and the ter-particular and a declaration of value of the good (which any letter) and in no way increases the camer's lability under this Bit of Ladrag. The mechanic further agrees to informity the carries against all conceptences of nonlinear guard particulars in the Bit of Ladrag.

agrees in noteminy the came against all consequences on inclung such particulars in its to list of Laang. (4) The terms "speciest good order and condition" when used on this Bill of Lading with reference to any container applied by the mechanic device and them that the container when received, such fire of denix, micro-indications of the with excatch makes and other micro-damage. The mechanics negates, a sublative Bill of Lading with be issued omiling the above definition and setting forth any notations as to minor pre-shipment damaraa.

damage. 15. Sripper's/Merchan's Responsibility (1) All of the persona coming within the definition of merchant in Clause 1 shall be jointly and severally lable to the carrier for the due fulfilment of all obligations undertaken by the menchant's this fail of Lading and shall remains to table throughout the carriage, notwitherating their thraing manetmend this BIC Lading and/s the be goods to

and a morphysic in a campa, neutralization by the manifer and parameters in a local of and parameters in the local of the second of the second

(d) any other cause whatsoever for which the Merchant has responsibility, whether such responsibility is borne by the Merchant under this Bill of Lading, under any applicable law or regulation, in accordance with general or local shicoing outcome or practice, or otherwise. anapprogrammer protocol, or conserve. (4) Containers suggested by or to held of the camer are unpacked at the Mechanit's premises or the premises of any offer protocol is when it is mechanic determs or indexes the containers, the Mechanit's responses the offer and the environmechanic determs of the source and the source of the source of the and in every respect the formanded means. The point or place determined by the camer's beams' or agents, which the time presentation is container into be extrained as required advocations. The time presentation is the mechanism statule based on the container and the source of the source of the source of the source of the time (4) Containers respectively the containers and the source of the source of the source of the time (4) Containers released into the cont of the mechanic to point and the time presentation is the source of the mechanism and determined by the control is the source of the time (4) Containers released into the cont of the mechanic to point and the source of the cameron of the time of the time of the cameron of the time of the time

 Freight (1) Freight shall be deemed fully earned on receipt of the goods by the carrier and shall be paid and non-refundable in any event. (2) The merchant's attention is drawn to the stipulations concerning currency in which the freight is to be paid, rate of exchange, devaluation and other contingencies relative to freight in the carrier's applicable tariff.

of exchange, devaluation and other contriguences relative to length in the contrivi specification in the other contribution of the theorem in the specification of the merchand . If the control frequencies is the control of the specification of the specification of the merchand . If the control frequencies is the specification of the specification of the merchand specification of the specification of the

17. Lim The carrier shall have a tiem on the goods and any documents relating thereto for all sums payable to the carrier shall also base a line signaria the menchanic of the goods and any documents relating thereto for all sums payable to the carrier and the fore carrier shall be an end of the state of the state

containers. (2) Goods, whether or not packed in or on containers, may be carried on deck or under deck, at the sole discretion of the carrier, without notice to the merchant. All such goods whether carried on deck or under deck, shall participate in general average and shall be deemed to be within the definition of goods for the purposes of the Higure Rules and shall be carried subject to fibrour leves. (3) Notwithstanding Clause 18(2), in the case of goods which are stated overleaf as being carried on deck and which are scatted, the Hague Rules shall not apply and the carrier shall be under no liability whatboever for loss, dramage or delay, howsoner caused and whether or not caused by uneavorthiness of the vessel or negligence on the part of the carrier, his servants, appends or sub-contractors.

neightence in the pair of the carrier, his servertis, agreter or sub-contradiction. 10 Livestock The Higase Rules shall not apply to the carriage of live animals which are carried at the sole risk of the meethant. The sole applies the relative shall be advected to an end of the sole risk of the meethant. The sole of the carrier, his servertin, significant carriers and the sole risk of the meethant. The advected the sole of t

ads and Routes of Transportation arrier may at any time and without notice to the merchant -ty means of transport or storage; 20. Methods (1) The carri (a) use any

(b) transfer the goods from one conveyance to another including but not limited to transshipping or carrying the same on another vessel than that named overleaf or on any other means of transport; (c) unpack and remove the goods which have been packed into or onto a container and forward them in or on a container or otherwise. (d) proceed by any route in his discretion whether or not the nearest or most direct or customary or advertised route, at any speed, and proceed to or stary at any place or port Whatspever, once or more often and in any order.

(e) load and unload the goods at any place or port whether or not any such port is named overleaf as the port of loading or port of discharge and store the goods at any such place or port.

() comply with any orders or incommodation given by any generation of body ading or pupping bad as or incommodation given by any generation of suborly or any person or body ading or pupping bad as or incommodation bad in ducit generative or suborly or hange under the terms of the immance on the comparison employed by the carries the right bad orders or diselicity. The goods and/or containers to badd. protection of the before and a Cable 20(1) may be invoked by the cation for any propose, whether or no corrected any protection, including to an any protection of the cation for any propose, whether or no corrected any protection, including to an of interfere to presents invoked with the operation or inmateriance of the versel, thereing undergoing the protection of the versel, adding interference, dy voltage and exactly and the advection of the versel. In the operation of the versel is a set of the transmitter be within the constrained cating and that for the a deviation. For the sociations of cable, noting in this Cable (20) and the constrained and set of the for the a deviation. For the sociations of cable, noting in the Cable and the set of the constrained cating and that for the a deviation. For the sociations of cable, noting in the Cable and the constrained cating and the for the sociation of the versel.

. 3) By lending goods for carriage without any written request for carriage in a specialised container, or for carriage otherwise than in or on a container, the merchant accepts that carriage may be properly undertaken in or on a general purpose container, carriade on or under deck at the carrier's sole discretion.

21 Maters Adding Performance in any time to complex the vessel or other spools on board the vessel are or are likely to be affected by any induced, including deals, diffectly or disadvantage of any lord other than the instally of the goods, also any regisproce on the part of the careful, instance, larger and schools and any deal of the transition of the south induced and the south induced and the south and the south and the low more than the south induced and the south and the south and the low more than the south induced and the rest of the south and the low more than the south induced and the south and the south and the low more than the south and the south and the south and the low more than the south and the south and the south and the low more than the south and the induced and the south and the low more than the south and the south and the south and the low more than the south and the south and the south and the low more than the south and the south and the low more than the south and the south and the low more than the south and the south and the low more than the south and the low more than the low more the low more than the low more t

determine or (6) Support the container of the goods and store them above or attoit upon the terms of this Bill of Lading and endeavors to forward the goods as soon as possible, but the carrier makes no representations as to har manual the supports of carriers (1). The carrier effect is built to the terms of the carrier (1), the manual terms of the goods as a soon as possible, but the carrier makes more than the as the may determine and the more than the support terms the mark of the carriers of the start (1), the mark of the support of the post of the support terms the mark of the delivery and strange or (2). Advances the example of the post of the terms of the attransient and post terms the term support terms of the more terms of the post shares the mark and convertent, where post the term attrant. Adaptional is any place or post which the carrier may dema make and convertent, where post the sequence to the post and the post terms the mark of the start of the start and eventhemes the existent of the start and the post and the carriers of the more than the start and the start terms of the start of passes at the market and appoint.

If the carrier elects to use an alternative route under Clause 21(a) or to suspend the carriage under Clause 21(b) this shall not prejudice his right subsequently to abandon the carriage. 22. Dangerous Goods and Contraband (1) No goods which are or which may become of a dangerous, noxious, hazardous, inflar injurious nature (including radio-active materials), or which are or may become liable to da

(1) Jona data for duding rules in the instance (), a which are in may because table to dumple any property of the property property instance instance (), a which are in may because table to dumple any property of the property property instance instance () and () an

(2) The mechanic undersitives and varianties flat such pools are packed in a manner adequate to withstand the mike of carsinge having regard to their nature and in compliance with all takes or regulations which may be agriculted using the carsing. In particular with which or practice of the eventsity of the Cause 220,1 file spool are not packed in the or one have not existing. The carties, the mechanic undersities that incompatible good are not packed in in or one have not carbinance.

goods are not packed in or on the same container. (3) Whether or not the merchant was aware of the nature of the goods, the merchant shall indemnify the carrier against all claims, fines, labitilies uses, delays, damages or expenses arising in consequence of the carriage of such goods, including any steps taken pursuant to Clause 22(1). (1) No goods which are linest, prohibited by any applicable laws or regulations or contrabund, shall be landered to the carrier for carriage. If any such poods are delivered to the carrier for carriage, they may all any times and a laws of the carriage. If any such pools are delivered to the carrier for carriage, they may all any times and a laws of the carriage. If any such pool and the carrier for carriage, they may all any times and a laws of the carriage. If any such pool and the carrier for any such pool and the goods. The mechanic that indemnity the carrier spatient of carriage, the subset of the such of the pools. The mechanic that indemnity the carrier spatient of carriage spatient pools. Such as the such as the spatient and the such pools and the such pools. Account of the such pools the follows.

(5) Nothing contained in this clause shall deprive the carrier of any of his rights provided for elsewhere. (v) revering contained in this clause shall deprive the carrier of any of his rights provided for elevative.
23. Periodiale and Refignated Carpo.
(1) Cooks, relating the cooks of a permitterial relative shall be carried in a ray relative shall be carried in a ray relative.

any vary. (2) The Mechanic understates not to tender for transportation any Goods which require refigeration, vertilation or any other pacel at detaform without perivolusity giving wither notice of their nature and parkafast temperature or temportant of the second refigerated Container packed by con behalf of the Mechanic, the Mechanic Linther understates that the Goods temportant of the second secon

 Netficiation and Delivery. J Any mention in this Bill of Lading of parties to be notified of the arrival of the goods is solely for the information (the carrier, and failure to give such notification shall not involve the carrier in any liability nor relieve the serchant of any obligation hereunder. (2) The mechanic shall have delayed the good waterin the time provided for in the carrier's applicable bill fit fitte mechanic liable do do so, the carrier and the estiblic, which is done, to unand, the good the product of comparison of the carrier and the section of the carrier and the carrier Instrume to the califier. (6) If the metry-than fails to balke definely of the goods within 30 days of definery becoming due under Clause 25(2), or if in the optimic of the came they are likely to detorioting, decar, become wortheas or incur charges witheffer without projudice on any other pright which he may have against the metrybau, which once and without any responsibility whatsover attaching to him, all, deshor, or depose of the goods and apply any proceeds of sale in facilitation. (4) Refusal by the merchant to take delivery of the goods in accordance with the terms of this clause and/or to mitigate any loss or damage thereto shall constitute a waiver by the merchant to the carrier of any claim whatsoever relating to the goods or the carriage thereof.

be responsible for the consequences of cargo loaded into a Container by the Merchant or presented to the Carrier at a higher temperature than that required for the Carriage. If the above requirements are not complied with, the Carrier shall not be liable for any loss of or dramage to the Goods howsover arising.

(3) The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, decargement, brackdown or stoppage of the efforting much loss the state of the stopparts of the the carriage exercise due diagrams to maintain the respective of the carriage exercise due diagram to maintain the respective of the carriage exercise due din the carriage exercis

(4) The term 'apparent good order and condition' when used in this Bill of Lading with reference to goods which require refigieant, writikation or other spocialised attention does not mean that the Goods, when received, were verified by the Carrier as being at the carrying temperature, humidity level or other condition designated by the Merchant.

Mechanic 24. Regulation and the second and Cortainers The main ordination of the second and Cortainers The main ordination with the second and cortainers are applied, their packets staffed to second and the second and the main ordination of the second and the pack and the second and the sec

whatover relating to the good on the campe thereof. (6) In event of the antigeneous of the machine to annucl the place of delivey stated herein whord stipularity any matcular terms and conclusion to agridy during and memoid campes, be the entire whord stipularity and the state of the control angle state of the state control angle state of the state control angle state of the state of t (6) If at the place where the carrier is entitled to call upon the merchant to take delivery of the goods under Clause 25(2), the carrier is obliged to hand over the goods into the custody of the customs, port or other authorities, such hand-over shall constitute due delivery to the merchant under this Bill of Lading.

(7) The merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in the carrier's applicable tariff, which is incorporated in this Bill of Lading. The catter is supervised to the characteristic damps is declare the carred singlet of the pools of any (1) Subject to the characteristic damps is declare the carred singlet of the pools of any (2) and (2)

(2) The weight of a single piece or package exceeding 2,240lbs. gross must be declared by the Merchant in writing before receipt by the Carrier and must be marked clearly and durably on the outside of the piece or package in letters and figures not less than two inches high.

package in terms also agrees not enso take to obtain any on takes ray. (3) Whether on the merchand was same that the weak of of the goods or any shipper packed container are incorrect or that the groos weight of a single piece exceeded 2.4200s, the mechani shall indeemily the carring against all calimars. It is a single piece exceeded 2.4200s, the mechani shall indeemily the carring consequence of the tender of such goods for shipment and/or in consequence of the carriage of such goods. 27. Fire The carrier shall not be responsible for any loss or damage to the goods arising or resulting from fire occurring at any time, unless caused by the actual fault or privities of the carrier.

We price unless unless unless up the data was a promets or ter date. 28 Orbs 6-Binne Chinemic Chinemia and a promets or ter data. 28 Orbs 6-Binne Chinemic Chinemia and a promets of the carrying seed, the mechanism of the chine vessel and the price of the chinemic Chinem

califiery events or objects, are at fault with Friende 1b a calification, contract, standing or other academs. 20. General Average and Cahange (1) In the prior of pace of the company of calcular before a calcular before the common events of the company (1) And the company of the company (1) And the company of the Markowski and the company of the the company of the company. The company of the compa

(3) If a salving vessel is owned or operated by the carrier, salvage shall be paid for as fully as if the salving vessel or vessels belonged to strangers.

(4) In the event of the master in his sole discretion or in consultation with owners considering that salvage services are needed, the mercharel agrees that the master may act as his agent to procure such services to goods and that the carrier may act as its agent to settle salvage remuneration, without any prior consultation with the merchart in block cases.

30. Variation of the Contract and Validity (1) No servant or agent of the carrier shall have power to waive or vary any term of this Bill of Lading unless such waiver or variations is in writing and is specifically authorized or ratified in writing by the carrier. (2) In the event that anything herein contained is inconsistent with any applicable international convention or national law which cannot be departed from by private contract, the provisions hereof shall to the extent of such inconsistency but no further be null and void.

 31. Law and Julisdiction
 (1) Where any or both of the port of loading and/or port of discharge stated overleaf is or are located in A
Brack and Ungury. contract evidenced hereby or contained herein shall be governed by English law. (b) Any claim against the Carrier hereunder shall be determined by the English courts to the exclusion of the jurisdition of the ours of another county. The Carrier shall however be entitled to pursue any claim against the Merchant in England or in any other jurisdiction in which the Merchant has assets.

(2) Where the port of loading and the port of discharge stated overleaf are both not located inArgentina, Brazil and Unguay. (a) The contract evidenced hereby or contained herein shall be governed by Singapore law. (b) Any claim against the Carrier herevorter shall be determined by the Singapore courts to the exclusion of the initiation of the coupler of another country. The Carrier shall however be entitled to passe any claim against the Merchant in Singapore or in any other jurisdiction in which the Merchant has assets. (3) Nothing herein shall prevent the parties to any claim and/or dispute under this Bill of Lading from agreeing to submit the claim and/or dispute to Singapore arbitration pursuant to the rules of the Singapore Chamber of Maritime Arbitration (SCMA).

32. USA Classe Paramount (if applicable) ()) If carting inside carting to 1, from on encoding a port in the United States of America, this Bit of Lading shall comported therma and allab paramount (if modulo carting the Sea Act 1998; BIS COCSA), the terms of which are in the actual custody of the cartier or its sub-contractor, at the sea terminal in the United States of America before on the soft of the cartier or its sub-contractor, at the sea terminal in the United States of America before loading on the reveale or after discharge thereform, as the care may be.

(2) The carrier shall not be fable in any carry and without the fabre of the source of

(3) If US COGSA applies, the liability of the carrier and/or the vessel shall not exceed US\$500 per package or customary freight unit (in accordance with Section 1304(b) of US COGSA), unless the value of the goods has been declared on the face hereoi, in which case Cause 7(3) shall apply. (4) Notwithstanding the provisions of Clause 31, if carriage includes carriage to, from or through a port in the United States of America, the merchant may refer any claim or dispute to the United States district court for the southern district of New York in accordance with the laws of the United States of America.

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