



PROFORMA - NON NEGOTIABLE

BILL OF LADING

(Non Negotiable Unless Consigned to Order)

COPY NON NEGOTIABLE

| | | | |
|---|--|---|---------------------------------------|
| SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) FORSTAR FROZEN FOODS PVT. LTD. 505 A, GALLERIA, HIRANANDANI GARDENS, A. S. MARG, POWAI, MUMBAI - 400 076, INDIA. | | BOOKING NO. 2706306050 | BILL OF LADING NO. OOLU2706306050 |
| CONSIGNEE (COMPLETE NAME AND ADDRESS) MARUBENI CORPORATION 4-2, OHTEMACHI 1-CHOME, CHIYODA-KU, TOKYO, JAPAN | | EXPORT REFERENCES RATE FOLDER 00044037 | |
| NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see Clause 13 on reverse)) MARUBENI CORPORATION 4-2, OHTEMACHI 1-CHOME, CHIYODA-KU, TOKYO, JAPAN | | FORWARDING AGENT-REFERENCES FMC NO.: | |
| PRE-CARRIAGE BY | | POINT AND COUNTRY OF ORIGIN OF GOODS | |
| VESSEL/VOYAGE/FLAG OOCL LUXEMBOURG 097 E | | LOADING PIER/TERMINAL MUMBAI | ORIGINALS TO BE RELEASED AT MUMBAI |
| PORT OF DISCHARGE TOKYO, JAPAN. | | TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD) CY/CY CY/CY | |

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

| CNTR. NOS. W/SEAL NOS. MARK & NUMBERS | QUANTITY (FOR CUSTOMS DECLARATION ONLY) | DESCRIPTION OF GOODS | GROSS WEIGHT | MEASUREMENT |
|---------------------------------------|---|--|--------------|-------------|
| OOLU6512568 /OOLGLA8548 | 1700 | 1700 CARTONS /FCL/FCL /40RQ | 23150.000KGS | |
| | 1700 CARTONS | 1X40 REEFER CONTAINER TOTAL CARTONS: 1700 CARTONS FROZEN PD VANNAMEI SHRIMPS RAW IQF (BACK CUT) H.S. CODE: 030617 SB NO. 3981007 DATE: 05.09.2022 FREIGHT: PREPAID TOTAL NET. WT. 17000.00 KGS TOTAL GRS. WT. 23150.00 KGS TEMPERATURE SETTING TO BE AT - 20 DEGREE CELSIUS | 23150.000KGS | |

OCEAN FREIGHT PREPAID ** TO BE CONTINUED ON ATTACHED LIST **

NOTICE 1: For carriage to or from the United States of America, (i) Clauses 4 and 23 on the reverse side hereof limit the Carrier's liability to a maximum of U.S.\$500 per package or customary freight unit by virtue of incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"), unless the Merchant declares a higher cargo value below and pays the Carrier's ad valorem freight charge; and (ii) if carried on deck at Merchant's risk as to perils inherent in such carriage but in all other respects subject to the provisions of COGSA.

NOTICE 2: See Clause 28 on the reverse side hereof: Notice to Endorsee and/or Holder and/or Transferee.

NOTICE 3: If Goods carried on deck at Merchant's risk without responsibility for loss or damage howsoever caused.

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

| | | | | | | |
|-------------------------------|-------------|----------------------|--------------|----------------|---|---------|
| FREIGHT & CHARGES PAYABLE AT: | | SERVICE CONTRACT NO. | DOC FORM NO. | COMMODITY CODE | Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good order and condition, unless otherwise indicated, to be transported and delivered as herein provided. The receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back hereof and to the Carrier's applicable tariff. In witness whereof 3 original bills of lading have been signed, one of which being accomplished, the other(s) to be void. DATE CARGO RECEIVED 7 SEP 2022 DATE LADEN ON BOARD o 9 SEP 2022 DATED 9 SEP 2022 | |
| CODE | TARIFF ITEM | FREIGHTED AS | RATE | PREPAID | | COLLECT |
| | | | | | | |
| | | | | | | |

The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in pamphlet form.

+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING
 * SEE CLAUSE 1 HEREOF
 o SEE CLAUSE 2 HEREOF
 QF01
 HQD 01/01

SIGNED OOCL (INDIA) PRIVATE LIMITED
BY:

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER ♦
as agent for

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

PROFORMA - NON NEGOTIABLE

VESSEL: OOCL LUXEMBOURG

VOYAGE: 097 E

B/L NO.: OOLU2706306050

| CNTR. NOS. W/SEAL NOS. MARK & NUMBERS | QUANTITY (FOR CUSTOMS DECLARATION ONLY) | H M | DESCRIPTION OF GOODS | GROSS WEIGHT | MEASUREMENT |
|---|---|--------|----------------------|--------------|-------------|
| <p>TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): 1 CONTAINER(S)/PACKAGE(S) DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO LAWFULLY DEMANDS DELIVERY OF THE CARGO. SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER DESTINATION OFFICE ADDRESS: ORIENT OVERSEAS CONTAINER LINE LIMITED JAPAN BRANCH 8/F., GATE CITY OSAKI EAST TOWER, 1-11-2 OSAKI, SHINAGAWA-KU, TOKYO 141, JAPAN (81) 3-34936262</p> | | | | | |
| <p>-----</p> <p>DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE</p> | | | | | |

SIGNED OOCL (INDIA) PRIVATE LIMITED
BY:

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER
LINE, AS CARRIER ♦

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

PROFORMA – NON NEGOTIABLE VOYAGE: 097 E B/L NO.: OOLU2706306050

VESSEL: OOCL LUXEMBOURG

TERMS AND CONDITIONS (Also Available in Pamphlet Form from the Carrier or its Agents)

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

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

Notwithstanding any customs or privileges to the contrary, the Merchant, in accepting this Bill of Lading, expressly agrees that the vessel and its crew shall be deemed to be incorporated herein, whether written, printed, stamped or otherwise incorporated herein, as fully as if they were all signed by such Merchant.

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

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

(b) OOCL shall be deemed to be the Carrier for Goods not carried in 1 (a) above. For the avoidance of doubt, for the purpose of this Clause, transportation of Goods in either Russia, Poland or Turkey is not to be regarded as loading or discharging Goods.

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

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

2) **DEFINITIONS** Without limitation of any definition in any applicable law herein mentioned, "VESSEL" shall include the vessel(s) named in this Bill of Lading, any substituted vessel(s), any vessel to which transportation may be made in the performance of this contract and any other means of transportation whatsoever, owned, chartered, operated or controlled and used by the Carrier or Participating Carrier in the vessel of this contract. "MERCHANT" includes the Shipper, consignee, end-user, transferee, Holder of the Goods, consignee or other party who is entitled to possession of the Goods or this Bill of Lading and anyone acting on behalf of any such person. "CARRIER" includes any person for the time being in possession of this Bill of Lading to which the property interest in the Goods has passed on or by reason of the contract of carriage of the Goods or the endorsement of this Bill of Lading or otherwise. "PARTICIPATING CARRIER" shall include any other sea, land, air or carrier performing any part of the carriage provided herein. "CONTAINER" includes any container, trailer, transportable tank, flat, pallet, cradle, sled or any similar article of transport used to consolidate or transport Goods. "LADEN ON BOARD", when noted on this Bill of Lading shall mean that the Goods have been placed on board the Vessel or any other mode of transport used by or on behalf of the Carrier or Participating Carrier enroute to the Port of Loading shown on the face of this Bill of Lading. "PLACE OF DELIVERY" shall mean the place where the Goods are received for marine transport by the Carrier or Participating Carrier or their respective agents. "PORT OF DISCHARGE" shall mean the place where the Goods are to be discharged from the Vessel. "PLACE OF RECEIPT" shall be the place where the Goods are received from the Merchant by the Carrier. "PORT OF LOADING" shall mean the place where the Goods are received from the Merchant or the Carrier or Participating Carrier or their respective agents. "COGSA" refers to the Carriage of Goods by Sea Act of the United States approved April 16, 1924 and any subsequent modifications or amendments thereto. The "HAGUE RULES" refers to the International Convention for the Unification of Certain Rules of Carriage of Goods which entered into force on September 1, 1924. "HAGUE-VISBY" refers to the Hague Rules as Amended by the Protocol done at Brussels on February 23, 1968. References to the "INCOTERMS" of a Sale shall be deemed to exclude all principles of private international law applied by such States. "STATE" shall mean any nation, country, commonwealth, territory or possession, internationally recognized to be a body politic and to exercise sovereign power. "COMBINED TRANSPORT" refers to the Place of Receipt and/or Place of Delivery are indicated on the face of this Bill of Lading in the relevant boxes; and "PORT TO PORT TRANSPORT" refers to the Port of Loading and/or Port of Discharge are indicated on the face of this Bill of Lading in the relevant boxes.

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

4) CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT

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

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

(b) Combined Transport

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

- If the stage of carriage where loss or damage occurred is not known
 - Exclusions
 - Carriage where the loss or damage to the Goods is not known then the Carrier shall be liable for loss and damage to the Goods save that the Carrier shall be relieved from liability for any loss or damage to the extent that such loss or damage was caused by:
 - An act of omission of the Merchant;
 - Insufficiency or defective condition of packing or marking;
 - Non-compliance with the instructions of persons entitled to give them;
 - Handling, loading, stowage or unloading of the Goods by the Merchant;
 - Inherent vice of the Goods;
 - Strikes, lock-outs or restraints of labour from whatever cause whether partial or general;
 - A nuclear incident;
 - Any cause or event which the Carrier could not avoid and the consequence of which he could not prevent by the exercise of reasonable diligence.
- Burden of Proof The burden of proving that any loss or damage was caused by one or more of the events mentioned in Clause 4(B)(1)(a) shall rest upon the Merchant. In the absence of such proof, in the circumstances of the case, the loss or damage could be attributed to one or more of the events specified in Clauses 4(B)(1)(a)(i) to (vii) then it shall be presumed that it was so caused and in such circumstances the burden of proof shall be upon the Merchant to prove that the loss or damage was not caused wholly or partly by one or more of these events.
- Limitation If the Carrier is liable for loss or damage to the Goods then the amount of compensation shall be calculated by reference to the invoice value of the Goods plus freight and insurance (if paid).

The Carrier's maximum liability hereunder shall in no circumstances exceed US\$2 per kilo gross weight of the Goods lost or damaged. In the case of partial loss or damage, the Carrier shall be liable for the proportion of the total loss or damage which has been paid whereupon the declared value (if higher) as shown on the face of the Bill of Lading shall be substituted for the above limit and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

2. If the stage of carriage during which loss or damage occurred is known

Notwithstanding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is known then subject to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when the Goods are loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at the Port of Discharge the Carrier's liability in respect of any such loss or damage occurring shall be determined as follows:-

- By the provisions contained in any international convention or national law, which provisions cannot be departed from by any legislation enacted in any country making such convention or national law applicable and in the absence of such legislation with the Carrier in respect of the particular stage of the carriage where the loss or damage occurred and received as evidence thereof any particular document which must be issued in order to make such international Convention or national law applicable; or
- If no international convention or national law is applicable then the liability of the Carrier shall be determined pursuant to the provisions of Clause 4(B)(1);
- Subject to Clause 4(B)(2)(a) if loss or damage to the Goods is known to have occurred during a period when the Goods were in the custody of a Participating Carrier then the Carrier shall have the benefit of any and all rights, defences, exemptions, limitations and immunities (whether or not incorporated by or incorporated by or incorporated by reference to the Participating Carrier's tariff(s) or contract(s) with the Carrier) in addition to all of the rights, defences, exemptions, limitations and immunities contained in this Bill of Lading and the Carrier's tariff and for this purpose such benefit, rights, defences, exemptions, limitations and immunities shall be deemed to be incorporated herein, and copies are obtainable from the Carrier upon request.

(c) Clause Paramount All carriage under this Bill of Lading (whether electronically produced or not) shall have effect subject to any legislation enacted in any country making such convention or national law applicable and in the absence of such legislation in accordance with the Hague Rules or COGSA in the case of carriage to or from the United States of America.

In circumstances where the Hague Rules are not compulsorily applicable but are contractually applicable then subject to Clause 23 (ad valorem declaration) the Carrier's responsibility shall in no event exceed GBP100 per package or customary freight unit.

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

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

(D) USA Clause Paramount (if applicable)

- The carriage includes carriage to, from or through a port in the United States of America this Bill of Lading shall be subject to COGSA, the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the actual custody of the Carrier or its sub-carrier or the sea-terminator in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be;
- The Carrier shall not be liable in any capacity whatsoever for loss or delay to the Goods or non-delivery or misdelivery howsoever caused while the Goods are in the United States of America away from the sea-terminator and are not in the actual custody of the Carrier. At all times the Carrier acts as agent only for and on behalf of the Merchant and agrees to procure transportation of the Goods in accordance with the usual terms, conditions and tariff(s) of Participating Carriers. If for any reason the Carrier is desired the right to act as agent only at these times, its liability for loss and damage to the Goods or non-delivery or misdelivery thereof shall be determined in accordance with Clause 4(B) hereof;
- COGSA applies then the liability of the Carrier shall not exceed US\$500 per package or customary freight unit unless the value of the Goods has been declared on the face hereof with the consent of the Carrier and extra freight has been paid in the amount of the actual custody of the Carrier or its sub-carrier or the sea-terminator in the United States of America before loading onto the Vessel or after discharge therefrom as the case may be; and the declared value shall be substituted for the limit and any partial loss or damage shall be adjusted pro-rata on the basis of such declared value.

4. Except as provided herein in Clauses 4(D)(1) and (2), and where COGSA does not apply by operation of law, Carrier's liability will be governed by COGSA unless the Carrier or any other body of persons applying to the parties to the contract of transport where the loss occurred is more favourable to the Carrier (with regards to defenses and limitations), in which case that other body of law will apply.

5) **WARRANTIES.** The Merchant represents, warrants and agrees that:

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

6) MERCHANT'S RESPONSIBILITY AND INDEMNIFICATION

- All of the persons coming within the definition of Merchant shall be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by the Merchant in this Bill of Lading and remain so liable throughout the transportation notwithstanding their having transferred this Bill of Lading and/or title to the Goods to another party.
- The Shipper further warrants to the Carrier that the particulars relating to the Goods as set out on the face of this Bill of Lading have been checked by the Shipper on receipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Merchant are true, correct, adequate, accurate and complete.
- The Shipper shall indemnify the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no way limit its responsibility and liability under this Bill of Lading to any other party to this Bill of Lading.
- The Merchant undertakes not to tender for transportation any Goods which require refrigeration without giving written notice of their nature and the required temperature setting of the refrigeratic controls before receipt of the Goods by the Carrier.
- The Merchant agrees to indemnify and hold harmless the Carrier against all and any claims, loss, damage, fines or expense arising or resulting from any breach of any warranty or other obligation of the Merchant under the terms of this Bill of Lading or application law (including but not limited to those the Carrier may incur or incur to any person which the Carrier may suffer by reason of the Merchant's breach of any warranty or other obligation). In such event, the Carrier shall be deemed to be a party to any action brought by third parties or to prosecute any claim against the Merchant arising from the Merchant's obligation(s) under this Bill of Lading.

7) REGULATIONS RELATING TO GOODS

The Merchant undertakes not to tender for transportation any Goods which are in violation of any laws, regulations or requirements of customs, port and other authorities, and shall be and pay all duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any legal, incorrect or insufficient description, marking, numbering or addressing of the Goods, and indemnify the Carrier in respect thereof.

If the Carrier is obliged to handover the Goods or any part thereof into the custody of any customs, port or other authority, such handover shall constitute due delivery of the Goods or any part thereof to the Merchant under this Bill of Lading.

8) SHIPPER-PACKED CONTAINERS

- If a Container has not been filled, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss or damage to the Contents and the Merchant shall indemnify the Carrier against all loss, damage, liability or expense incurred by the Carrier, if such loss or damage, liability or expense has been caused by:
 - the manner in which the Container has been filled, packed, stuffed or loaded;
 - the unsuitability of the contents for carriage in Containers;
 - 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
 - the unsuitability of the contents for carriage in Containers in the incorrect setting of any temperature controls thereof which would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was filled, packed, stuffed or loaded;
- packing or temporary stored Goods as other than the loaded temperature.
- The Shipper is responsible for the packing and sealing of all Shipper-packed Containers. The Shipper shall inspect Containers before stuffing them and the use of the Containers shall be prima facie evidence of the receipt of the Container by the Carrier and that the Merchant shall be liable for the loss or damage to the Contents of the Container which are packed in its seal intact, the Carrier shall not be liable for any shortage of Goods. If a claim for shortage is made against the Carrier, the Merchant agrees to indemnify the Carrier against all and any costs (including, but without limitation, legal costs), expenses, liabilities or losses of whatsoever nature suffered and/or incurred in connection with any such claim.

9) DANGEROUS GOODS AND CONTRABAND

The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, inflammable, radioactive or damaging nature without previously giving written notice of their nature to the Carrier and marking the Goods and their Container or other covering on the outside as required by any laws or regulations which may be applicable during the carriage. Goods which are dangerous, radioactive or otherwise so classified by any authority shall not be loaded, unloaded, stored, or reloaded/reshipped without compensation, and if the Merchant has not given notice of their nature to the Carrier under Clause 9(1), the Carrier shall be under no liability to make any general average contribution in respect of such Goods.

The Merchant warrants the Goods are lawful Goods and undertakes not to deliver to the Carrier any Containers or Goods containing any contraband.

If the requirements of clauses 9(1) and (3) are not complied with, the Merchant shall indemnify the Carrier against all loss, damage or expense of whatsoever nature and however arising out of such Goods or Containers being tendered for transportation or delivered to or handed over by the Carrier.

10) DECK CARGO AND LIVESTOCK

Goods that are Goods stowed in Containers other than flats or pallets) which are stated herein to be carried on deck and cargo, whether or carried including but not limited to the following: radioactive or otherwise so classified by any authority of whatsoever nature arising during carriage by sea whether caused by seaworthiness or negligence or any other cause whatsoever, except that in respect of Goods carried to or from the United States of America Goods are carried on deck at the Merchant's risk as to perish interest in such carriage van in all other respects subject to COGSA.

11) OPTIONAL STOWAGE

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

12) DESCRIPTION OF GOODS

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

13) NOTIFICATION AND DELIVERY

- Except as provided by tariff, any mention herein of port parties is solely for the Carrier's information, and failure to give notification shall not render the Carrier liable nor relieve the Merchant of any obligation to the Carrier.
- The Merchant warrants that the Goods within the Bill of Lading are in conformity with the description of the Goods.
- If the Merchant fails to take delivery of the Goods or part of them upon expiration of the tariff's prescribed free time, the Goods shall be deemed to have been delivered to the Merchant and the Carrier may with or without notice, but subject to its lien, unplug the Goods if packed in Containers and/or store or warehouse the Goods or any part thereof ashore, afloat, in the open air under cover at the sole risk and expense of the Merchant. Thereupon, the liability of the Carrier in respect of the Goods shall cease wholly and the costs of such storage (paid or payable by the Carrier or any agent or sub-contractor of the Carrier) shall be borne upon demand by the Merchant or the Carrier.
- In all circumstances, Carrier shall have no liability whatsoever for the misdelivery of Goods in its actual or constructive possession to persons holding forged or fraudulent documents, which responsibility proper to original Bills of Lading or other documents entitling them to possession, as long as the Carrier is not negligent and does not intentionally deliver the Goods to persons known by him to have no right to possession under the Bill of Lading.

14) MULTIPLE BILLS OF LADING

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

15) FREIGHT AND CHARGES

- Freight and charges (including but not limited to destination charges) shall be deemed fully earned on receipt of the Goods or any part thereof, by the Carrier whether or not such freight and charges are stated on the face of this Bill of Lading or intended to be Prepaid or Collect at destination, and shall be paid in full without offset, counterclaim or deduction and non-reimbursable in event of claims and/or Vessel or other conveyance lost or not lost.
- The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rates of exchange, devaluation and other contingencies relative to freight and charges in the applicable tariffs.
- The freight hereon is based on the basis of net weight of the Goods, including but not limited to, general average contributions, freight delivery, destination, demurrage, detention, port and/or handling charges, to whomsoever due and/or for the cost of recovering the same under any laws or penalties levied against the Carrier by reason of any acts or omissions for which the Merchant is responsible. Carrier may at its sole discretion exercise its lien at any time and at any place, whether the contractual transportation is completed or not. For the purpose of such lien the Carrier shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant at any time and at any place at the sole discretion of the Carrier. The Carrier shall be entitled to claim the difference in the event that the sale proceeds fail to cover the full amount due to the Carrier.

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

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

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

19) GENERAL

1. The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market call. In no circumstances shall the Carrier be liable for loss or damage due to delay.

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

3. The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or delivery to the Merchant or otherwise. The Merchant shall be deemed to have accepted the Container and to be responsible for such detention, loss or expense incurred as a result thereof including but not limited to demurrage, container detention charges, the costs of replacement, transportation and repair.

20) INSPECTION OF GOODS

- The Carrier shall be entitled, but under no obligation, to open any Container any time and inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all, or if it requires any additional expense or taking any measures in relation to the Container or its contents or any part thereof, the Carrier may at the sole risk and expense of the Merchant or consignee alter the transportation, stowage and/or take any measures and/or incur any reasonable additional expense to carry or to continue to carry or to store the Goods at any place afloat under cover or in the open, at any place, which storage shall be deemed to constitute due delivery of the Goods to the Merchant. The Merchant shall indemnify the Carrier against any reasonable expense incurred by the Carrier in respect of such storage.
- The Carrier shall not be liable for any damage to the Cargo resulting from inspection by customs or other authorities and Merchant shall be responsible for any costs, fines, or penalties incurred as a result of such inspection or otherwise.

21) **VARIATION OF CONTRACT.** Merchant agrees that this Bill of Lading constitutes the entire agreement between the parties and that any variations thereto are subject to the signature of the Participating Carrier, the Vessel, the owner, charterer, operator or purporting to be or contemporaneous understandings or commitments are hereby abrogated. No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorized in writing by the Carrier. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods are superseded by this Bill of Lading.

22) **GENERAL AVERAGE.** General average shall be adjusted at any port or place at the option of the Carrier in accordance with the York-Antwerp Rules, 1924 and any subsequent modification or re-enactment thereof and shall be applied to Containers and/or Goods loaded on deck or under deck. In the event of accident, damage or disaster before or after the commencement of the voyage, and in the event of any cause whatsoever statute, contract or otherwise, the Merchant shall contribute to the Carrier in General Average to the payment of any sacrifice, losses or expense of a General Average nature that may be made or incurred, and shall pay any salvage and special charges incurred in respect of the Goods. If a sailing vessel is damaged and is totally abandoned, the Merchant shall contribute to the Carrier in General Average to the extent of the value of the Goods which the Merchant is responsible and shall be entitled to a cash deposit or other security (therefore in a form acceptable to the Carrier) to secure the Carrier's contribution to the General Average. The Merchant shall be liable for the contribution to the General Average to the extent of the value of the Goods which the Merchant is responsible and shall be entitled to a cash deposit or other security (therefore in a form acceptable to the Carrier) to secure the Carrier's contribution to the General Average. The Merchant shall be liable for the contribution to the General Average to the extent of the value of the Goods which the Merchant is responsible and shall be entitled to a cash deposit or other security (therefore in a form acceptable to the Carrier) to secure the Carrier's contribution to the General Average.

23) **AD VALOREM DECLARATION OF VALUE.** The Merchant agrees that higher compensation than that provided for in this Bill of Lading will not be claimed unless the nature and value of the Goods have been declared by the Merchant prior to the commencement of the voyage and the Goods are damaged or lost or destroyed in the Bill of Lading. If such higher freight paid on such declared value if required. In such case, the declared value if embodied in the Bill of Lading shall be the basis for calculating the Carrier's liability. If, provided that such declared value shall be prima facie evidence, but shall not be conclusive in the absence of the Carrier's tariff. Subject to Clause 3, all agreements or freight engagements for the shipment of the Goods are superseded by this Bill of Lading.

24) **LIMITATION OF LIABILITY.** The Carrier, the Vessel, her owner(s), operator(s), demise, time, spot and space charterers shall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel under the Brussels Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable convention, statute or agreement having the effect of limiting the Carrier's liability in accordance with the tonnage or value of the Vessel in the jurisdiction in which any claim is brought under this Bill of Lading.

25) SUB-CONTRACTING AND INDEMNITY

- The Carrier shall be entitled to sub-contract the whole or any part of the duties undertaken by the Carrier in this Bill of Lading in relation to the Goods on any terms whatsoever consistent with any applicable law.
- Merchant undertakes that no claim or allegation shall be made against any person performing or undertaking such duties (including all servants, agents and sub-contractors of the Carrier) other than the Carrier, which imposes or attempts to impose on the Carrier or any subcontractor or agent or sub-contractor of the Carrier any liability in respect of such duties or the carriage of the Goods from port of loading to port of discharge whether or not arising out of negligence on the part of such person and, if any such claim or allegation should nevertheless be made, the Merchant will indemnify the Carrier against all consequences thereof.

(c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of the Carrier of any nature whatsoever (including but not limited to the Participating Carrier, the Vessel, the owner, charterer, operator, Master, officer or crew of the Vessel, and employees, agents, representatives, and all stevedores, terminal operators, watchmen, carpenters, lashers, ship cleaners, surveyors and other independent contractors) shall have the benefit of every right, defence, limitation and immunity whatsoever available to the Carrier or the servants of the Carrier. If such provisions were expressly for his benefit, and in entering into this contract, the Carrier, does not so only on its own behalf but also as agent and trustee for such persons or Vessel. The term "subcontractor" as used herein shall include both direct and indirect subcontractors hired by the Carrier to perform the Carrier's own obligations under the Bill of Lading, or the obligations of any person for whom the Carrier acts as agent. An indirect subcontractor is a person with whom the Carrier is not in contractual privity. For the purpose of this Clause 25, the Vessel and all subcontractors shall be deemed to be parties to the contract evidenced by this Bill of Lading.

(d) The provisions of Clause 25(b) shall extend to claims or allegations of whatsoever nature against other persons chartering space on the carrying Vessel.

(e) The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier or any subcontractor other than in accordance with the terms and conditions of this Bill of Lading and to the extent of any other impose upon the Carrier any liability whatsoever in connection with the Goods whether or not arising out of negligence on the part of the Carrier and, if any such claim or allegation should nevertheless be made, not indemnify the Carrier against all consequences thereof.

26) NOTICE OF LOSS, TIME BAR

- Unless otherwise provided in writing to the Goods and the general nature of it be given in writing to the Carrier at the Place of Delivery or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the loss or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima facie evidence of the receipt of the Goods by the Carrier of the Goods delivered by the Carrier.
- Subject to Clause 26(b), the Carrier shall be discharged of all liability under this Bill of Lading unless such is brought and written notice thereof given to the Carrier within nine months after delivery of the Goods. In the case of total loss of the Goods or if the Goods are damaged and the loss or damage is not apparent, such notice shall be given to the Carrier within 90 days of the date of delivery of the Goods.
- Notwithstanding Clause 26(b), where COGSA, the Hague Rules or Hague-Visby apply by incorporation or by force of law, the Carrier shall be discharged from all liability whatsoever in respect of the Goods, unless such is brought within one year of their delivery of the date when they should have been delivered.

27) **BOTH-TO-BLAME COLLISION.** If the Vessel comes into collision with another vessel as a result of the negligence of all parties concerned in connection with the carriage of the Goods hereunder then the Carrier shall be governed by and controlled in the management of the Vessel, the Merchant undertakes to pay the Carrier or where the Carrier is not the owner and in possession of the carrying Vessel, to pay to the Carrier as trustee for the owner and/or demise charterer of the carrying Vessel, a sum sufficient to indemnify the Carrier and/or the owners and/or demise charterer of the carrying Vessel against all loss or claim to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, damage to, or any claim whatsoever of the Merchant, paid or payable by the other or non-carrying vessel or her owners to the Merchant and/or offset, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or her owner or demise charterer or carrier. The foregoing provisions shall also apply where the owners, operators, agents or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision, contact, stranding or other accident.

28) **NOTICE TO ENDORSE AND/OR HOLD AND/OR TRANSFERREE.** By taking up this Bill of Lading, whether by endorsement or otherwise, the holder of the Bill of Lading shall be deemed to have agreed to this Bill of Lading to obtain delivery of the Goods herein and/or otherwise, the endorsee/holder/transferee and the Carrier agree that the holder/endorsee/transferee thereupon becomes a party to a contract of carriage with the Carrier on the basis herein.

29) **EXCEPTIONS CLAUSE.** Carrier shall