# FESCO OCEAN MANAGEMENT LIMITED

The Ocean Carrier or Inland Carrier has received from the Merchant the Goods (or the containers or packages said to contain the Goods), in apparent good order and condition unless of indicated, to be carried subject to ull the terms on the face and back of this Bill of Lading from the place of receiver or port of loading to the port of ackarge or place of delivery, there to be del frequient by the Coan Carrier, this Bill of Lading day endorsed must be surrendered in exchange for the Goods. If dupticed or optimised this Bill of Lading existent, there is to easily and the strengt and the coan Carrier or is agents, then the others shall become void. None of the terms of this Bill of Lading can be waived by or for the Ocean Carrier except by express waiver sig addy authorized agent of the Ocean Carrier.

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 Distributions of the Overa Currier's means Factor Overa Management Lumied which performs the sea carriage of the Goods.
 Thatal Currier's means Factor Overa that Currier's the State Currier's plus one or more Inland Currier, from the place of receipt from the Merchant or its agent to the place of devery to the Merchant or its agent to the place of devery to the Merchant or its agent to the place of devery to the Merchant or its agent.
 That Currier Distribution's means carriage of the Goods under this Bill of Lafang by the Ocean Currier plus one or more Inland Currier, from the place of receipt from the Merchant or its agent to the place of devery to the Merchant or its agent.
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 That also Bill of 's substitute's Bill Cargo and any the been todaled on bead for the Coret and Transportation of the originating currier is an Indua Currier, means that the Goods have been loaded on boad ralicans or other means of induad carriage or are in the costody of a Docan Currier: and in the event of Internodal Tamportation of the originating curier is an Indua Currier, means that the Goods have been load

2. CALMEP PRMUTUYI. Long to the Tables overs carriage of Goods by water this Bill of Lading shall have effect subject to the provisions of the "Hagne Roles", namely the International Convention for the Uniformized Cortain balan Rolating to Bills of Lading, dated at Rouses for a Argan 25, 1924, as summade (including, where exacted, the Protoco' dated at Brossek, February 23, 1976), lowers as the Visby Roles, in sensicial the country of subjects. Where no such exactement is in force in the country of dispursed (its' contrasts compution) applicable), the terms of the Hagne Rules as exacted by the Convention and Jappy.

GOVERNING LAW AND JURISDICTION.
 Anv claim or dispute arising under this bill of lading shall be referred to the exclusive jurisdiction of the Hong Kong courts and will be governed by English law

4. LIMITATION OF LIABILITY; DEFENCES. (A) Nothing in this Buil of Lading shall limit or deprive the Ocean Carrier of any exemption from liability, limitation of liability, or statutory protection authorized by the applicable laws, status or regulations of any country. (B)The defenses and limits of liability provided in this Bill of Lading shall apply in any claim against the Ocean Carrier, whether the claim is based upon contract, tort or otherwise.

5.SEGONTRACTING; ESEMPTIONS AND BUNINITIES OF SUBCONTRACTIONS (A) "Sciences in comparation, or dotted logal onticy interpretations are of the Ocean Currier's obligations under this Bill of Ladage, including but not limited to subcarriers, sevedoes, terminal operators, warehousement, nuckers, and agents, and including the Salecorrator's own subcorrators. (B) The Ocean Carrier halt be entitied to subcorrator on any unserts the bud on any part of the handling to subcorrator any other duries underdaten by the Ocean Carrier in relation to the Good. (C) The Nethenia agents of them are unlikely in comparison of the Monten Mark III intervent and particular to project upon any of them or any young (C) The Nethenia agents of them are unlikely in comparison with the Good. How Montent data III intervent anison all connections or a difficult to any of them or any young (C) The Nethenia agents of them are unlikely in comparison with the Good.

relation to the Goods. (C) The Merchant agrees to make no claim against any Subcontractor except Ialand Carriers where otherwise appropriate, that imposes or attempts to impose upon any of them or any vessel owned or operated by any of them any liability in connections with the Goods. The Merchant shall indominify the Ocean Carrier against all consequences of daims by any Subcontractor against (O) Whoth perjudice to the foregoing in any claim by the Merchant against all subcontractor regarding handling, torget, or carrier of the Goods, every such Subcontractor shall have the brenfit of all provisions in this Bill of Lading as if such provisions were expressly forthe Subcontractor shall have the lowerfit, and in nettering into this contract the Ocean Carrier, to the extent of theme provision, dese so not only on its owned for the Subcontraction, all of whom will but is extent be demond to be parties in the contract carainal on or evidenced by this Bill of Lading.

so no only on its own behalf, but also as agen for the Subcontractors, all of whom will to this extent be deemed to be parties to the contract contained in or evidenced by this Bill of Lading.
A ESENONSIBILITY OF LOSS OR DAMAGE.
(A) Isofar as this Bill of Lading to used for Post obstruct Transportation of the Code. The Ocean Carrier Anall not be liable for loss or damage to the Code and will not always and the Post obstruct Transportation of the Code. The Ocean Carrier Anall not be liable for loss or damage to the Code's area of the subcontractors of the Code's area of the Subcontractors and the Ocean Carrier and submer no mergensitivity therefor. Pre-carring and on carrings of the Code's area of the Subcontractor of the Code's The liability of the Code's area of the subcontractor of the Subcontractor of the Code's The liability of the Code's area of the subcontractor of the subcontractor of the code's area of the subcontract

### 7. ROUTE OF TRANSPORT: TRANSSHIPMENT: FORWARDING

BOUTE OF TRANSPORT. TRANSPORTMENT, TORW NEDDEC.
(A) At the Oscient Control, distortions and enablish and exist on the Macchani, the Goods may be carried as a single shipment or as several shipments, by the Vessel named in this Bill of Lading or by any other means of transport by land, water or air, whether or not owned or operated by the Ocean Carrier, and by any yours, whether or not owned or operated by the Ocean Carrier, and by any yours, whether or not solved more is the direct, advertised, or extromary motio.
(C) If the Goods carrier may discharge the from justs, damage, edges of delivery, of if they are maiscrimed wheth found the posses, and forward them by any means of transport.
(C) If the Goods carrier to the main post or the post of discharge or place of delivery, of if they are maiscrimed wheth found the post of discharge or place of delivery, if if they are maiscrimed wheth found they may be forwardite to the state of the discharge or place of delivery, but to be concluster that and the time is delivery of eight of discharge or place of delivery, if if they are maiscrimed wheth found they may be forwardite to the state of discharge or place of delivery, if if they are maiscrimed wheth found they may be forwardite to the state of the state of the discharge or operate of by the Ocean Carrier to any they the Ocean Carrier to any theory of eight before or anter the Vessel number in this Bill of Lading whether or not the substituted by its for of a state the Vessel number (and the bill the Ocean Carrier task methods whether ocean Carrier task methods and the Ocean Carrier task methods and the ocean task and the substituted within the constructure carriage, and such actions or consequences resulting therefrom shall not be considered a deviation. Should the Ocean Carrier task held liable in respect of scheds actions, the Ocean Carrier task and the ocean of liables).

## 8. LIBERTIES.

HENERGE (A) In surgination, whether on our existing or anticipated before commencement of the transport which in the judgments of the Ocean Curier (including but on limited to the Master and presench charged with the transport or statelysing of the Goods, has given or is likely to give nise to dange, juing, Juss, or delay to the Vessel, any person, the Goods, or any property, or has made or is likely to make it unsafe, imparticable, unlawful, or against the interest of the Ocean Curier in the Master and to the Master and the State and Cargone of the Merchant is commence the transport, to consine the transport, to doods its head part of doods are a place ascience of the Merchant is not point and the transport of advected for Goods are an place ascience of the Merchant, and (1) there will conside and the state of the Merchant, and (2) there will conside the state of the Merchant, and (2) there will conside the state of the Merchant, and (2) there will conside the state of the Merchant, and (2) there doeds are a place assisting transporting with the instance of the Merchant, and (2) there doeds are a place assisting transport to discharge the Goods are any place assisting transport on the Merchant, and (2) there doeds are a place assisted by the Ocean Currie, or to carry them back to the point of loading or place or every and three discharge the Goods are any place assisted by the Ocean Currie, or to carry them back to the point of loading or place enciption of the state of the Merchant. Alter any point of them at part of place selected by the Ocean Currie, or to carry the Merchant, and (2) the Goods are an place assisted and the Ocean Currier for the Markan. Alter any part of them at part (2), inclusing the day or express to the Merchant and the any point of the Merchant and the any point on the Merchant an

9. DESCRIPTION OF PARTICULARS OF GOODS. Any description on the face of this Bill of Lading of marks, quality, quantity, weight, measure, nature, value or any other particulars of the Goods is as furnished by the Merchant. The Ocean Carrier shall not be reprossible for the accuracy of any such description and is not bound thereby. The Merchant warrants to the Ocean Carrier that the descriptions of particulars that he furnishes are correct, and the Merchant shall indemnify the Ocean Carrier against all losses, damages, expenses, liabilities and penalties resulting from inaccuracy of any description of particulars.

# 10 USE OF CONTAINER

When goods are not already packed into a container at the time of receipt of the Goods by the Ocean Carrier or Inland Carrier, the Ocean Carrier or Inland Carrier shall be at liberty to pack and any the Good in any type of container.

I. OCEN CARRER'S CONTAINER.
(A) The Merchant assumes full responsibility for and shall indemnify the Ocean Carrier against any loss of or damage to the Ocean Carrier's containers and other equipment of the loss or damage is canned or occurs while in the possession or control of the Merchant.
(b) The Merchant assumes fully and the possession or control of the Merchant.
(b) The Ocean Carrier's containers or the output of the Merchant.
(c) The Merchant is reponsible for transfer the possession or control of the Merchant.
(c) The Merchant is reponsible for transfer or the possession or control of the Merchant.
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(c) The Merchant is also besent the provided by the Ocean Carrier's inplicable tariff. Should a container on the returned in the particular base is an other tariant of the merchant is an other tariant.
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seeking the return of the Container.
2D CONTINER PACKED BY MERCHAINT.
If the Cook nectivity by the Ocean Carter or intervity the number of containers packed by or on behalf of the Merchant:
If the Cook nectivity of the Ocean Carter or intervity of the number of containers down on the face of this Itali of Lading. The quality, weight and condition of the contents are unknown to the
Cover Cartery, which accepts on responsibility for the accuracy of those or any other particulary of the eventuation of the containers is also and program of the the containers is also and program of the the containers and the clong and evaluation of the containers is also and program of the warmatice, the Merchant and not the Ocean Carter's shall be responsible for the Merchant spresenses that the containers is also and program of the evaluation of the Cook).
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(C) The Merchant shall informating for loss of ordinaries to the Cook and any of the container's instanding the ordinaries of the manifold the Cook and the Cook).
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### 13. SPECIALCARRIAGE OR CONTAINER.

SPECIAL ADMARANCE OR CLOPALANCE. SPECIAL ADMARANCE OR CLOPALANCE. DISCRETE ADMARANCE OR CLOPALANCE OR CLOPALANCE. DISCRETE ADMARANCE ADMARANCE OR CLOPALA

stoppage of the enfigrenting or bearing machinery, installon, ship's plant or other such apparatus of the Vessel or container, provided that the Ocean Carrier before and at the beginning of the transport tas exercised de utiligates to maintain the special hole or container. (C) The Ocean Carrier shall not be responsible for the function of a special container supplied by or on behalf of the Merchant. (D) The Ocean Carrier shall not be responsible for the function of a special container supplied by a non behalf of the Merchant. (D) The Ocean Carrier shall not the thermostatic controls within the requested temperature range but does not guarantee the maintenance of such herengrature makes the other state of the Merchant is incerted on this Bill of Laling, the Ocean Carrier shall not the thermostatic controls within the requested temperature range but does not guarantee the maintenance of such herengrature makes the other shalt on the Merchant is incerted on this Bill of Carrier does not guarantee the maintenance of the Merchant to properly stow the contents and so the thermostatic controls. The Ocean Carrier data for the Mills for any loss of or damage to the Goods resulting from the Merchant is fulled in the value of the Merchant terr.

(A) The Ocean Carrier vilia carry goods of an explosive, inflammable, radioactive, corrosive, damaging, poisonous or dangerous nature only upon the Ocean Carrier's approval of a written application by the Merchant prior to the carriage of such Goods. Such application must accurately stare the technical name of the Goods, the class and nature of the Goods, an well as how they are dangerous and the method of readering them innovants, together with the full names and addresses of the shipper at and the cosnigne.
(b) The Merchant prior to the comments or certificates in comments or such cases in comments or such cases in comments or such cases in comments or such cases.
(c) The Merchant shall submit all downait downess to certificate as incomerison with using applicable statute or regulation, or type Ocean Carrier.
(d) Whenever it is discovered that Goods have been received by the Ocean Carrier or Inland Carrier without compliance with subpurts (A), (B) or (C) or that the Goods are contraband or

# COMBINED TRANSPORT BILL OF LADING

prohibited by any law or regulation, the Ocean Carrier shall be entitled to have such Goods rendered innocaous, thrown overboard, discharged or otherwise disposed of, at the Ocean Carrier's discretion and without compensation to the Merchan. The Merchan shall be liable for and shall indemnify the Ocean Carrier against any loss, damage or liability to persons or property, including loss of freight, and any other expense directly or indirectly arising out of the eastody or or arising of such Goods. (E) The Ocean Carrier may carries the rights conferred upon it under subpart (D) whenever Goods received interview of the outper outper outper discretion and the outper outper outper outper outper discretion and any and the outper ou

# 15. STOWAGE UNDER AND ON DECK.

STUMACE UNDER AND ON DECK. (A) Goods in in containers or wars or in Bracks, trailers, or chassis may be carried under deck or on deck. When such Goods are carried on deck the Ocean Carrier shall not be nequired to mark any (A) Goods in in containers or wars or in Bracks, trailers, or chassis may be carried under deck or on deck. When such Goods are carried on deck the Ocean Carrier shall not be nequired to mark any (G) Goods street an any coverted space, or stored in a container wherever placed, shall be deemed to be stored under deck and any any (G) Lumber, heavy equipment, yachis, and all other Goods catomarily or reasonably carried on deck may at the Ocean Carrier's option be carrier and each without notice to the Merchaar and whom Linking of the Ocean Carrier for the fisks inferent in or incident to such carriers. When such Goods excert not onder deviation. (D) In suppect Goods (excert) in containers) carried on deck may at the Ocean Carrier's option be carrier and each variant. (D) In suppect Goods (excert) in containers) carried on deck and stand on this lift of Lading to be so-carrier, all not be considered a deviation. (D) In suppect Goods (excert) in containers) carrier of deck and stand on this lift of Lading to be so-carrier, all not be considered a deviation.

## 16. LIVE ANIMALS.

- LITE AVENUES. With respect to the custody and carriage of live animals, all risks of loss or damage from perils inherent in or incident to such carriage shall be bome by the Merchant, and in all other Ocean Carrier shall have the benefit of the provisions of the applicable version of the Hague Rules and the terms of this Bill of Lading.
- 17. VALUABLE GOODS. The Ocean Carrier shall not be liable for loss of or damage to or in connection with precious metals or stones, chemicals, jewellery, currency, negatiable instruments, securities, documer of art. beinforces or any other valuable Goods, including Goods having particular value only for the Merchant, unless the Merchant has declared the nature and value of the Goods in writi receipt of the Goods by the Ocean Carrier or lalund Carrier, the nature and value of the Goods have been inserted on the face of this Bill of Lading, and additional freight has been piad as

18. HEAVY LIFT. (A) The weight of a single piece or package exceeding 2.240 lbs, gross must be declared by the Merchant in writing before receipt by the Ocean Carrier or Inland Carrier and must be marked (carr) and durably on the outside of the piece or package. (B) If the Merchant flah is holdigations under subpart (A: (1) the Ocean Carrier shall not be responsible for any loss of or damage to or in connection with the Good, and (2) the Merchant shall be liable for and shall inlemmity the Ocean Carrier grains any resulting loss of or damage to any person or property.

19. DELIVERY BY MARKS. DELIVERY BY MARKS. (A) The Ocean Carrier of liable for failure to deliver in accordance with marks unless such marks clearly and durably show on the outer Goods, package or container when the Goods are received by the Ocean Carrier or Inland Carrier, together with the names of the port of discharge and place of delivery. (B) The Merchant warrants that the marks on the Goods, package and containers correspond to the marks show on this Bill of Lading and also in all suspects comply with all laws and regulations in force at the port of discharge or place of delivery. The Merchant shall indemnify the Ocean Carrier against all loss, damage or expenses resulting from inaccuracy or incompleteness of the mork. nano. O Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed Goods not otherwise accounted for may be allocated for the purpose of completing lelivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight, or damage.

# 20. DELIVERY.

DELLVEN. (A) The Ocean Carrier may at its discretion deliver the Goods at any time at the Vessel's side or at a custombouse, warehouse, wharf, or any other place at the port of discharge or place of delivery shows on the face of this Bill of Lading. (D) Belivery of the Goods to Costano or comparison or comparison and the submetry of the Ocean Carrier's asynonibility. (D) Belivery of the Goods to Costano or comparison or comparis

21. FRE: The Ocean Carrier shall not be responsible for any loss of or damage to the Goods arising or resulting from fire even though before loading or after discharge from the Vessel, unless caused by the actual fault or privity of the Ocean Carrier.

22 LENS ON COODS. (A) The Octoactions shall have a liter on the Goods, which lites shall survive delivery, for all freight, dend freight, demarrage, detention, damages, general average contributions, storages charges, container per dime, expenses and any other sums (including costs and atomey fees for necovering the sums) date to the Occan Carrier and have the freight of the of the persons defined as Merchant in Aride 1. The Carrier may searcine his line any time and at any place at his sold increasion, whether the constraint and carriage is completed or not. For the purpose of recovering the sums due, the Ocean Carrier shall have the right to soll the Goods hay public ancient or private treaty without notice the Merchant, at any time and at any place at his delivered. The Ocean Carrier shall have the right to soll the Goods hay to over the anomal date and the cont and fees interned, the Ocean Carrier shall be entited to recover the deficit from scale delivered in the Ocean Carrier. The Detention of the Goods fall to over the anomal date and the cont and fees interned, the Ocean Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier. The Detention of the Ocean Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier the deficit from Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier the Ocean Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier the Ocean Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier that the Ocean Carrier shall be entited to recover the deficit from scale delivered on the ocean Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier that the ocean of the Scale and the Ocean Carrier shall be entited to recover the ocean Carrier shall be entited to recover the deficit from scale delivered on the Ocean Carrier the Scale Carrier shall be entited to recover the ocean Carrier sha

me werkmann. (B) If the Goods are unclaimed for a reasonable time, or whenever in the Ocean Carrier's opinion the Goods will deteriorate or depreciate, the Ocean Carrier may at its discr or sell, abandon, or otherwise dispose of such Goods at the risk and excense of the Merchant.

### 23. FREIGHT AND CHARGES.

FREIGHT ADD CHARGES. (A) Freight may be calculated on the basis of the description of particulars furnished by the Merchant, who shall be deemed to have guaranteed to the Ocean Carrier the accuracy of the contents, quantity, weight, messaw, value and other particulars as furnished at the time of receipt of the Goods by the Ocean Carrier or hand Carrier. The Ocean Carrier the purpose of ascertaining the atual particulars may open the contaire or package at any time, the risk stat experiment of the Merchant table to the Ocean Carrier for. (1) the balance of freight, being the difference between the freight charged and that which would have been due had the correct particular been given, plus (2) expenses incurred

Ocean Carrier for. (1) the balance of freight, being the difference between the trengen cuarges ann usaw answar wowar wowar and the second second provide the difference between the trengen cuarges ann usawar wowar wowar and the second second provide the completely earned upon loading of the Goods, whether the freight and charges are stated to be or intended to be prepaid detaination. The Ocean Carrier shall be enabled to exceeve and terminal freight and charges due regularies whether the Vessel or the Goods be lost, or whether the Ocean Carrier shall be enabled to exceeve and terminal freight and charges due regularies whether the Vessel or the Goods be lost, or whether the Ocean Carrier shall be enabled in the Band in fail and and the major shall may be made in fail and enable the major and analysis whether the Vessel or the Goods be lost, or whether the Ocean Carrier shall be made in fail and in carbo whether and Order or ductions. (D) Cooks creater and the major inflation is consistent and sharpes and provide the duction (D) Cooks creater and and the major inflation is consistent and sharpes and the major inflation of the Marcel and the duction (D) Cooks creater and and the requestion of the Marcel and the Marcel and Carrier sharpes are stated to be the for ductions.

(b) Cooksreeved by the Ocean Carier cannot be taken away or disposed of by the Merchant except upon the Ocean Carier's consent and after payments of nall freight and charges due under this fill of Lading.
(c) If the Goods are not available when the Vessel is ready to load, and unders the unavailability arises in the coarse of Intermodal Transportation on the fill shall of Lading, deard freight shall be paid by the Merchant: (c) If the Goods are not available when the Vessel is ready to load, and unders the unavailability arises in the coarse of Intermodal Transportation on the fill shall of Lading, deard freight shall be paid by the Merchant: (c) If the Goods are not available when the Vessel is ready to load, and the shall be in the Merchant's fill the coarse of Intermodal Transportation on the Goods, and (c) all fines, damages, and loases statisticed by the Ocean Carrier in connection with the Goods, including the Merchant's fillure to comply with the laws and regulations of any public authority in coancections with the Goods, and (c) all fines, damages, and loases induce to prove concentrations. It heat the merchant and the liable for terms freight and charges on any Goods reflected experiments with the Goods, and (c) all fines, on any coarding the Merchant's fillure to prove concentrations of any public authority in coancections with the Goods, and (c) If in the Case Carrier's opinion the Goods are in need of sorting, inspecting, menting or reconditioning, or otherwise require protecting or carring for, the Ocean Carrier's a third to fill the Ocean Carrier's opinion the Goods are in need of sorting, inspecting, menting or reconducing, or otherwise require protecting or carring for, the Ocean Carrier's a third to any concentration or the protocom or importation or the protocom or importation or the protocom or importation or the protocom or the structure of the Ocean Carrier's opinion the Goods are in need of sorting, inspecting, menting or reconducioning, or otherwise require protecting or carring

public autority. (o) If in the Ocean Carrier's opinion the Goods are in need of sorting, inspecting, mending, repairing or reconditioning, or otherwise require protecting or caring for, the Ocean Carrier at its discretion may, by itself or through Subcontractors, and a agent of the Merchant, carry out such work at the risk and expense of the Merchant. (1) Any party preferenting forwarding gervices with respect to the Goods shall be considered to be the agent of the Merchant actuary on the functional (1) Any party preferenting forwarding gervices, with respect to the Goods shall be considered to be the agent of the Merchant actuary to the function of the right or charges to such party shall nat be considered to be poyment to the Const Carrier, attempt fees and costs to collect any freight or charges owed under this Bill of Lading.

24. NOTCC OF CLAIM ASO TIME FORSETT AGAINST OCENN COLREGA. (N) Vialous over all how a damage size of locades at the speer name of and how or damage is given in writing to the Ocean Currier at the port of discharge or place of delivery before time of the Goods or, if the tows or damage is not apparent, within 3 days alter delivery, the Goods shall be deemed to have bone delivered as described on the face of this fluid of Lading (0)) The Ocean Currier and the vessel shall be delarged from all liability in preserved for so or damage to or in connection with the Goods, including be not limited to liability for modelivery or miscle intery, unless sait is brought within one year after delivery of the Goods or the date when the Goods shall have been delivered and the time specified hands process shall have been rever on an all instiction or standard or the Ocean Currier within aux time.

### 25. LIMITATION OF LIABILITY FOR LOSS OR DAMAGE.

LMITATION OF LUMILITY FOR LOSS OR DAMAGE. (A) Subject to subjust (b) below, for the purpose of determining the extent of the Ocean Carrier's liability (if any) for loss of or damage to the Goods, the Merchant agrees that the sound value of the Goods is the Merchant's net invoice cost, plus freight and insurance prenum, if paid. The Ocean Carrier's liability (if any) for loss of or damage to the Goods, the Merchant agrees that the sound value of the Goods is the Merchant's net invoice cost, plus freight and insurance prenum, if paid The Ocean Carrier's liability (if any) for loss of or damage to the Goods, the Merchant's and the liable for any consequential loss. (B) Inordar also so of unimage to in concentron with the Goods was caused during the minimum allowshile limit per package or unit in the applicable version of the Hagae Real suplices (1) Neither the Ocean Carrier's not the Vesset shall be liable for loss or damage in an anomat exceeding the minimum allowshile limit per package or unit in the applicable version of the Hagae Real subjects the Calling, and extrin freight has been gain at engine the declared value. Any partial loss or damage shall be aligned proxing to the declared value. The declared value was the declared value, the value shall be constanted as the declared value. The declared value is the declared value. The declared value is the declared value. The declared value was the declared value is the declared value. The declared value is the declared value is a distributed for oxing the value of the address of the address of the declared value. The declared value is the declared value is the declared value. The declared value is the declared value is the declared value. The declared value is the declared value is the declared value. The declared value is the declared value is the declared value. The declared value is the declared value is the declared value. The declared value is the declared value is the declared value is the declared value. The declared value is the declared value is the decl

## 26. GENERAL AVERAGE; NEW JASON CLAUSE.

GENERAL AVERAGE: NEW JASON CLAUSE. (A) General average will be skytised, statiate and settled at the port or place of the Ocean Carrier's option and according to the York-Antworp Relex, 1974, as amended, and as to matters not provided for by shore Relex, according to the laws and usages of the port or place of adjustment, and at the currency setected by the Ocean Carrier my detained contribution of the Code and by the adjustes approximately the Sound Section Average agreement of bond and sub-the add shords in a be Ocean Carrier my des sufficient to cover the estimated contribution of the Code and (B) In the event of accident, damage, damage of dasted before a different to cover the estimated contribution of the Code and (B) In the event of accident, damage, damage of dasted before a different to cover the estimated contribution of the Code and of which the Coard Carrier is not responsible by statust, contrarior of the statistic of the two cover and estimated contribution of the consequences or which the Coard Carrier is not responsible by statust, contrarior of the statistic dasted and and the state contraries of the state contraries on the state contraries of the state contraries of the state contraries of the state contraries of the state contraries on the state contraries and state contraries on the st

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these in charge of any shipe or objects other than or in addition to the colliding ships or objects are at fault in respect of a collision, contact, stranding or other accident.

28. CARRIAGE OF METAL PRODUCTS: LUMBER; VEHICLES; BILK PRODUCTS
(A) The term "apparent good other and condition" when used in this Bill of Lading does not mean: (1) with reference to irred, steel of meal products. And the Coods when received were free from from the condition of the steel of th

### 29. INTERMODAL TRANSPORTATION.

IN LEASURAT TRANSPORTATION.

30. OCEAN CARRER'S TARIFF. This Bill of Lading is issued subject to the Ocean Carrier's applicable tariff. A copy of the applicable tariff is obtainable from the Ocean Carrier upon request. In the event of inconsistency between this Bill of Lading and the applicable tariff, the terms of this Bill of Lading shall preval. 31. SUPERSEDING CLAUSE. All armoments or freight engagements for the shipment of the Goods are superseded by this Bill of Lading.

32. TERNS OF THIS BILL OF LADING. The terms of this Bill of Lading are severable, and if any part or term is declared invalid or unenforceable, the validity or enforceability of any other part or term shall not be affected.