1.(Definitions) When used in this Bill of Lading (A) "Ocean Carrier" means the company stated on the front of the bill of lading, which performs the sea carriage of Goods, and the vessel, her owner, and demise character, whether any of the preceding parties is acting as ocean carrier, now-tessel operating common carrier, or ballec. (B) "Inland Carrier" means carriers (other than the Ocean Carrier) by land, water or air, participating in combined transport of the Goods, whether acting as carrier or ballec. (C) "Combined Transport" means carriage of the Cocan Carrier plus one or more Inland Carriers, (D). "Port to Port Transportation" means carriage of the Goods under this Bill of Lading of the Cocan Carrier plus one or more Inland Carriers, (D). "Port to Port Transportation" means carriage of the Goods under this Bill of Lading of the Cocan Carrier plus one or more Inland Carriers, (D). "Port to Port Transportation" means carriage of the Goods under the Bill of Lading one of the Cocan Carrier plus one or more Inland Carriers, (D). "Port to Port Transportation" means carriage of the Goods under the face of this Bill of Lading and if the cargo is packed into container(s) supplied of furnished by or on behalf of the Merchant, include the container(s) as well. (G) "Vessel" includes the vessel annual on the card this Bill of Lading and, if the cargo is packed into container(s) supplied of furnished to the container of the Cocan Carrier, and in the card to the Cocan Carrier, and in the cent of the Cocan Carrier, and in the event of Combined Transport if the originating carrier is an Inland Carrier." On Board" means that the Goods have been loaded on board mild carriers and the Cocan Carrier, and in the event of Combined Transport if the originating carrier is an Inland Carrier. On Board" means that the Goods have been loaded on board mild carriers, agents, servants, and any person, firm, corporation or other legal entity which performs services incidental to the carriage of the Goods. (K) "United States of America as

Tarrier of any statutory protection, exemposon and attacks, or regulations of any countries.

(Subcontracting: Exemptions and Immunities of Subcontractors) (A) The Ocean Carrier shall be entitled to subcontract on any terms the whole or part of the handling, storage, or carrier of the Goods and any and all luties whatsoever undertaken by the Ocean Carrier in relation to the Goods. (B) Merchant warrants that no claim and the Cooks of the Cooks

4. (Limitation of Liability Statutes) Nothing in this Bill of Lading shall operate to limit of deprive the Ocean Carrier of any statutory protection, exception from, or influsion of liability submirized by the applicable laws. According to the company of the co

of the Goods.

(B) If, after storage, discharge, or any actions according to subpart (A) above, the Ocean Carrier makes arrangements to store and/or forward the Goods, it is agreed that he shall do so only as agent for and at the sole risk and expense of the Merchant without any liability whatsoever in respect of such agency. The Merchant shall reimburse the Ocean Carrier forthwith upon demand for all extra freight charges and expenses incurred for any actions taken according to subspace (A), including deby or expense to the Vessel, and the Ocean Carrier shall have a lien upon the Goods to that extent.

(C) The situations referred to is subpart (A) above shall include, but shall not be limited to, those caused by the

(C) The situations referred to in subpart (A) above shall include, but shall not be limited to, those caused by the existence or apprehension of war declared or undeclared, hostilities, rots, civil commonitions, or other disturbances closure of, obstacle in, or danger to any port or canal, blockade, prohibition, or restriction on commerce or trading quarantine, saintay, or other similar regulations or restrictions, strikes, locloust or other labor troubles whether partial or general and whether or not involving employees of the Ocean Carrier or its Subcontractors, congestion of port, what, was extrained, and similar place, storinge, absence or obstacle for labor or facilities for loading, discharge, delivery or other handling of the Goods, epidemics or discusses, but detected and other liberties provided for in this Article, shall have liberty to comply with orders, directions, regulations or suggestions as to navigation or the carriage or handling of the Goods or the Vessel howsoever given, by any

## Combined Transport Bill of Lading

combined Transport Bill of Lading
actual or purported government or public authority, or by any committee or person having under the terms of
any insurance on the Vessel, the right to give such order, direction, regulation, or suggestions, anything is done or is not done
the same shall be deemed to be included within the corntractual carriage and shall not be a deviation.

9. (Description and Particulars of Goods) Any reference on the face of this Bill of Lading to marks, numbers,
precise commodity description, quantity of lowest external packaging units, quality, gauge, weight, measure,
nature, kind, value, hazardous materials information, and any other particulars of the Goods, is as furnished by
the Merchant. The Ocean Carrier shall not be responsible for the accuracy of any such reference and is not
bound threeby. The Merchant warrants to the Ocean Carrier that the descriptions and particulars framished by
thin are correct, and the Merchant hall indemnify the Ocean Carrier alms that of the contractions and for the contraction of the contr

number on the face of this shift of Zading. The columbin and partenaits of the concents are distriction of condition or particular (a). The Columbin and careeys to ne sponsibility for the accuracy of the description of condition or particular (b). The Merchant warrants (1) that the sawage of the contents of the containers and assistable for handling and carriage in a coordance with the terms of this Bill of Lading, including Article 15. In the event of the Merchant showed of any of these warranties, the Merchant and not the Ocean Carrier shall be responsible for, and the Merchant should not demand the merchant of the Merchant should be container shall be presponsible for, and the Merchant should not container shall be deemed to have been accepted by the Merchant as being in sound and suitable condition for the purpose of the transport contracted for in this Bill of Lading, unless the Merchant as being in sound and suitable condition for the purpose of the transport contracted for in this Bill of Lading, unless the Merchant as being in sound and suitable condition for the purpose of the transport contracted for in this Bill of Lading, unless the Merchant gives notice to the contract, in writing, to the Coean Carrier shorts the Merchant should be the suitable condition for the purpose of the transport contracted for in this Bill of Lading, unless the Merchant gives notice to the contract of the Coean Carrier shall be deemed to be full and complete performance of the Ocean Carrier shill stank is Bill of Lading, and the Ocean Carrier shall not be liable for any loss of or damage to the contents of the container. (E) The Ocean and Indant Carrier shall be deemed to have been sufficient to the Merchant, at such time and place as the Ocean of Indant Carrier may deem necessary, and all expenses incurred therefron shall be been by the Merchant, if I fan syeal of the container is broken by customs or other authorities for inspection of its contents, the Ocean Carrier shall not be liable for any resulting loss, damage or e

the Merchant, at such time and place as the Ocean or Inland Carrier may deem necessary, and all expenses incurred therefrom shall be borne by the Merchant. (F) If any seal of the container is broken by customs or other authorities for inspection of its contents, the Ocean Carrier shall not be liable for any resulting loss, damage or expenses.

13. (Special Carriage or Container) (A) The Ocean Carrier does not undertake to carry the Goods in representation of the Merchant, but the Ocean Carrier will treat such Goods or container only special container packed by or on behalf of the Merchant, but the Ocean Carrier will treat such Goods or container only so ordinary goods or dy container, respectively, unless. (1) special arrangements for the carriage of such Goods arrangements are noted on the face of this Bill of Lading; and (3) special freights as required has been paid. The Ocean Carrier shall not be responsible for the function of a special container supplied by or on behalf of the Merchant. (B) The Ocean Carrier shall not be liable for any loss of or damage to Goods in a special hold or container spiral from the state of the State of the Merchant (B) The Ocean Carrier shall not be liable for any loss of or damage to Goods in a special hold or container spiral from the state of the State of the Merchant (B) The Ocean or Thal Carrier shall not be responsible for the function of a special container, provided that the Ocean Carrier shall not be responsible for the function of a special container, provided that the Ocean Carrier shall not a refrigerated container by the Ocean or Inland Carrier, and the particular temperature range requested by the Merchants is insterred in this Bill of Lading, the Ocean Carrier will set the thermostatic controls within the requested temperature range but does not guarantee the maintenance of the intended temperature range but does not guarantee the maintenance of the intended temperature inside the container.

14. (Dangerous Goods, Contraband) (A) The Ocean Carrier shall not be ta

bome by the Merchant and in all other respects the Ocean Carrier shall have the benefit of the provisions of the page relacis (including U.S. COGSA, nowthstanding Section 1301 (c) thereof) and the terms of this Bill of Lading 16. LiVe Animals and Plants). With respect to the custody and carriage of live animals and plants, all risks of loss or damage by perlis inherent in or incident to such carriage shall be borne by the Merchant, and in all other respects the Ocean Carrier shall have the benefit of the provisions of the applicable version of the Hague Rules of the Company of the Company of the Plants of the Company of the Comp

numbers, cargo sweeping liquid residue and any unclaimed goods not otherwise accounted for may be allocated for the purpose for completing delivery to the various Merchants of Goods of like character in proportion to any apparent shortage, loss of weight or damage.

20. (Delivery) (A) The Ceean Carrier shall have the right to deliver the Goods at any time at the Vessels side, custombouse, warehouse, wharf, or any other place designated by the Ocean Carrier; within the geographic limits of the port of discharge or place of delivery shown of the face of this Biil of Lading (B) The Ocean Carrier's responsibility shall cease when the Goods have been delivered to the Merchant, Island Carrier, connecing carrier or any other person entitled to receive the Goods on Merchants behalf at the place designated by the Ocean Carrier. Delivery of the Conduct to the custody of Courous as may other public authority shall crass the continent of the Courous of the Courous Carrier's and thority shall carrier is containers needed by or on behalf of the Merchant (1) The Ocean Carrier shall not be required to unpack the containers and deliver their contents in accordance with brands, marks, numbers sizes, to types of items or pieces (3) At the Ocean Carrier's intention of the Vessel at the port of discharge, containers may be unpacked and their contents delivered by the Ocean Carrier in accordance with the written request. In such a case if the seal of the containers is intact at the time of unpacking all the Ocean Carrier's obligations under this Bill of Lading shall be deemed to have been discharged, the Ocean Carrier shall not be responsible for any loss of damage resulting from such delivery and the Merchants shall be liable for an appropriate adjustment of the freight and any additional charges incurred (D) If the Goods have been packed into a container by the Ocean Carrier's billing the Ocean Carrier's obligations under this Bill of Lading shall be deceaned to the Coean Carrier's obligations under the internet of the containers'

of the Goods by Ocean Carrier and if expressly stated on the face of this Bill of Lading. The Merchant desiring to avail himself of the option so expressed must give notice in writing to the Ocean Carrier at the first port of call named in the option at least 48 hours prior to the Vessel's arrival there, otherwise the Goods shall be landed at any of the optional ports at Ocean Carrier's hours, and the Ocean Carrier's responsibility shall then cease. (F) Ocean Carrier is not responsible to give notification, in writing or otherwise, either to Merchant or others, of the arrival, discharge, or disposition of Goods, any custom or agreement to the contrary notwithstanding, and notwithstanding any notation on the face of this Bill of Lading, concerning notification or a notify party.

21. (Ino-Carrierge and Forwarding) (A) Whether armaged beforehand or not, the Ocean Carrier shall be at liberty without notice to carry the Goods wholly or partly by the named or any other Vessel, cash tayes, or other carrier may under any circumstances whatsoever discharge the Goods or any part of them at any port or place for transshipment and store them aftoat or ashors and then forward them by any means of transport. (C) If the Goods cannot be found at the port of discharge or place of delivery, or if they be miscarried, they, when found, may be forwarded to their intended port of discharge or place of delivery, or if they be miscarried, they, when found, may be forwarded to their intended port of discharge or place of delivery, or if they be miscarried, they, when found, may be forwarded to their intended port of discharge or or for of discharge or form so the forward them by any means of transport. (C) If the Cocan Carrier's and lot be lable for any loss, damage, clady, or depreciation arising from such forwarding. (D)

In case of Port to Port Transportation, transshipment of cargo, or receipt of cargo from ports or inhand points not including within the ship's interary or the Ocean Carrier's service, is to be at the sole its and

document at a time or place prior to that a which the Goods are received by the Ocean Carrier 22. (Fire) The Ocean Carrier shall not be responsible for any loss of or damage to the Goods arising from fire occurring at any time, even before loading on or after discharge from the Vessel, unless caused by the actual fault or privity of the Ocean Carrier.

23. (Lien) Carrier shall have a lien on any and all property (and documents relating thereto) of Merchant in its actual or constructive possession, custody or control or en route, for all claims for charges, expenses or advances incurred by Carrier in connection with this shipment, or any previous shipment, of Merchant, or both, which lien adhalt survive delivery, and if such claim remains unastisted for 30 days after demand for its payment is made, and sall survive delivery, and if such claim remains unastisted for 30 days after demand for its payment is made, and apply the net proceeds of such sale to the payment of the amount due Carrier. Any anyplus from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale.

24. (Freight and Charges) (A) Freight may be calculated on the basis of the particulars of the Goods by the Ocean or Inland Carrier, but the Ocean Carrier the accuracy of the contents, but the Ocean Carrier the accuracy of the contents, but the Ocean Carrier the accuracy of the contents and the role of the contents of the contents of the contents of the contents and the role of the contents an

owner or me cooos ann notder of this Bitt of Lading shall be jointly and severally liable to the Ocean Carrier for the payment of all freight and charges and for the performance of the obligations of any of them under this Bill of Lading 25. (Notice of Claim and Time for Suit against Ocean Carrier) (A) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Ocean Carrier at the port of discharge or place of delivery before or at the time of delivery of the Goods or. If the loss of damage is not apparent, within 3 days and control of the control of the

number of the packages or units for the purpose of the application of the limitation of liability provided for in this Article.

27. General Average: New Jason Clause) (A) General average shall be adjusted, stated and settled at any port or place as the Ocean Carrier's option and according to the York Antweep Rules, 1974 and as to matters not provided for by these Rules, according to the laws and usages of the port or place of adjustment and in the currency selected by the Ocean Carrier. The general average statement shall be prepared by the adjustment and in the currency selected by the Ocean Carrier and the Carrier and the Carrier and the Carrier and the Carrier and any other additional securities as the Carrier may require shall be furnished by the Merchant to the Ocean Carrier before delivery of the Goods. (B) In the event of accident, danger, damage, or disaster before or after commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not for which or for the consequence of which the Ocean Carrier is far responsible by statue, contract, or otherwise, the Goods and the Merchant shall jointy and severally contribute with the Ocean Carrier is general average to the payment of any sacrifices, loss, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the Goods. If a salvage ship is owned or operated by the Ocean Carrier, salvage shall be paid for as fully and in the same manner as if such salvaging ship belonged to strangers.

salvage and special charges incurred in respect of the Goods. If a salvage ship is owned or operated by the Cocean Carrier, salvage shill be point for as fully and in the same manner as if such salvaging ship belonged to strangers.

28. (Both to Blame Collision) If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect, or default of the Master, mariner, pilot, or servants of the owner of the Vessel in the navigation or in the management of the Vessel, the Merchant shall indemnify the Ocean Carrier against all loss or liability which might be incurred directly or indirectly to the other or non-carrying ship or her owners to the Merchant pad or payable by the other or non-carrying ship or her owners to the Merchant and set off, recouped, or its owner. The foregoing provisions shall also so for damage to his Goods or any claim whatsoever of the Merchant pad or payable by the other or non-carrying ship or her owners to the Merchant and set off, recouped, or its owner. The foregoing provisions shall also apply where the owners, operators, or those in charge of any ship or ships 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 excident.

29. (Carriage of Metal Products, Lumber, Cotton) (A) The term "apparent good order and condition" when the collision contact stranding or other or meast collisions. The contact stranding or other or meast collisions or the collision of the condition of cotton cargo does not relate to the sufficiency or not or condition of the condition of cotton cargo does not relate to the sufficiency or not or condition of the condition of cotton cargo does not relate to the sufficiency or not or condition of the condition of cotton cargo does not relate to the sufficiency or not or condition of the condition of cotton cargo does

an is tarn.

33. (Severability of Terms) The terms of this Bill of Lading are severable and if any part or term is declared

3. Noveranuity of 1 terms) 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 to reim shall not be affected.
34. (Himalaya Chusse) All exceptions, exemptions defenses immunities, limitations on liability, privileges and conditions gramed to provided by this Bill of Lading or by applicable tartif or by statuse of roth benefit of the Carrier shall also apply to and for the benefit of the officers and employees of the Carrier and the agents, officers and crew of the Vessel and to and for the benefit of all parties performing services in connection with the Goods as agents or contractors of the Carrier (including, without limitation, stevedores, terminal operators and agents) and the employees of each them.