1. DEFINITION.

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

"Carrage means the whole or any part of the carriage, loading, unloading, handling, operations and any and other services undertaken by the Carrier in respect of the Goods.

"Carrier" means the Party on whose behalf this Bill of Inding is issued, their servants and agents.
"Clean" means for Shipper's packed and sealed Containers, a Container received in apparent good order and condition. In not crumstance is a representation made as to the weight, contents, measure, quantity, qualify description, condition, marks or value of the Goods.

"Combined Transport" arises if the Place of Receipt and/or the Place of Delivery are indicated on the back

"Clean" means for Shipper's packed and sealed Containers, a Container received in apparent good order and condition. In no contravances is a representation made as to the weight, contents, measure, quantity, quality, container, and container received in apparent good order and condition. In our contravances is a representation made as to the weight, contents, measure, causing the received in the relevant spaces.

"Container" includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate the Codes and any equipment thereof or connected thereto. Container includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate the Codes and any equipment thereof or connected thereto. Goods in the codes and any equipment thereof or connected thereto. Goods in the second of the codes and any packaging received from the Shipper and includes any equipment or Container not supplied by or on behalf of the Carrier.

"Hopper Nades" means the provisione of the International Convention for the Unification of Cortain Buse relation any equipment or Container not supplied by or on behalf of the Carrier.

"Hopper Nades" means the provisione of the International Convention for the Unification of Cortain Buse relation any equipment or Container not supplied by or on behalf of the Carrier.

"Hopper Nades" means any Person for the time being in possession of this Bill of Lading.
"Hoteler" means any Person for the time being in possession of this Bill of Lading and any expense of the Coods, any Person owning or entitled to the possession of the Coods or of this Bill of Lading and any entities.

"Merchant" includes the Shipper, Holder, Consignee, Receiver of the Goods, any Person owning or entitled to the possession of the Coods or of this Bill of Lading and any more acting to behalf of any such Person owning or entitled to the possession of the Goods or of this Bill of Lading and supplement contractor.

"Inchanter" includes supplement and operat

"Wessel" means the intended ship, craft, lighter, barge, feeded or ocean vessel named on the back hereof and any ship, craft, lighter, barge, feeded or or other ocean vessel which is or shall be substituted, in whole or in part, for that vessel.

When the Cartier has set up an applicable tariff (hereinafter the "Applicable Tariff") to the Carriage, the terms and conditions of the Applicable Tariff are incorporated herein. Particular attention is drawn to the terms and conditions there relating to container and vehicle demurgae. Copies of the relevant provisions of the Applicable Tariff are on the applicable Tariff are not the terms and conditions there relating to container and vehicle demurgae. Copies of the relevant provisions of the Applicable Tariff are obtained to the Cartier or its agents upon request. In the case of inconsistency between this Bill of Lading and the Applicable Tariff are obtained to the Applicable Tariff are only the Cartier of the Applicable Tariff are obtained to the Applicable Tariff and the Applicable Tariff are obtained to the Applicable Tariff are obt

b. CARRIER'S RESPONSIBILITY AND CAUSE PRAMMOUNT

(1) Port-to-Port Shipment

When loss or dramage has occurred between the time of acceptance of the Goods by the Carrier, or any Underlying Carrier tandering the Goods for When loss or dramage has occurred between the time of the Carrier shall bedermined in accordance with the delivery at the Port of Discharge, he responsibility of the Carrier shall be bedermined in accordance with the delivery at the Port of Discharge, he responsibility of the Carrier shall be under no lability whatower for loss of or computationly applicable to this till of Lading. The Carrier shall be under no lability whatower for loss of or subsequent to the discharge from the Vessel carrying the Goods. Where any applicable compulsory law provides to the contrary of the foregoing, the Carrier shall nontheless have the hendrif of every right, defence, limitation, if lover, and liberty in the Hague Bules during such additional compulsory period of responsibility, notwithstanding that the loss or damage did not occur at sea. Notwithstanding anything else in this Bill of Lading, the Carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading. The carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading. The Carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading to the contrary of the Carrier shall nontheling anything else in this Bill of Lading. The Carrier shall nontheling anything else in the Bill of Lading the Carrier of the Carrier of the Carrier of the Carrier of the Carrier of

any Sub-Contractor.

(2) Combined Transport (2) Combined Transport (2) Combined Transport (3) With the exceptions of sub-Clauses 6(2)(b) and 6 (2) (c), the liability for rail or road Carriage within a starbal be determined in accordance with the internal law of such state and/or any international convention with a starbal be determined in accordance with the starbal be under no lability whatbeever for loss of or damage in connection with the Goods, howsever convenion.

Carrier Shall be under no liability whatsoever for loss of or damage in connection with the Goods, howsoever countries, first proving large in connection with the Goods, howsoever countries, first proving large in the determined in accordance with the Convention on the Contract for the International Carriage of Goods by Road (CMR), dated 19th May 1956; and during rail Carriage between countries in Europe according to the International Agreement on Bankwy Transports (CIM), dated 25th February 1961 (or any amendments to this Convention or Agreement). (2) With respect to Combined Transport from, to or within the United States when the Goods are in the custody of the Carrier or any Underlying Carrier, such Combined Transport will be governed by the provisions of Clause 6 (1). When the Carrier's Ballif which shall be incorporated by and be subject to, the terms and conditions of the Underlying Carrier's Ball for this shall be incorporated herein. Robinstituding the foregoing, in the event there is a private contract or private contracts of Carriage between the Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and conditions of the said contract or private contracts of Carriage between the Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and conditions of the said contract or private contracts of Carriage between the Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and conditions of the said contract or private contracts of Carriage between the Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and conditions of the said contract of the Said Carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and conditions of the said carrier and any Underlying Carrier, such Combined Transport will be governed by the terms and conditions of the said carrier and any Underlying Carrier, such Combined Transport will be governed by which sha

Combined Transport outside the United States where US (CS) (cf) support, the Valgue Bulse as per Clause 6 (1) shall apply to Combined Transport outside the United States where US (COSA's in not computery applicable. (f) The Carrier shall not be liable for any loss or damage that occurs before shipment or after discharge and shall always be relieved of liability for loss or damage outsure for giving the Carriering of such loss or damage was cused by any cause or event which the Carrier could not have avoided and the consequences of which it could not have reasonably prevented. The Carrier is fability for damage shall on no account exceed the limits of fability under the (3) Agency
Whenever the Carrier undertakes to accombine that the carrier undertakes to accombine that the carrier undertakes to accombine that the carrier undertakes to accombine the carrier undertakes to accombine that the carrier undertakes to accombine the carrier undertakes to accomb upon request.

upon request.

pet as provided in Clause 6 (2) (a) to 6 (2) (d) supra, the Hague Rules as per Clause 6 (1) shall apply to the Transport outside the United States where US COGSA is not compulsory applicable.

sughe numb.

Momenter the Carrier undertakes to accomplish any act, operation or service not initially agreed or mentioned
his Bill of Lading, it shall act as the Merchant's agent and shall be under no liability whistoever for any loss or
lamage to the Goods or any direct, indirect or consequential loss arising out of or resulting from such act,
peration or service. If, for any reason whatsoever, the Carrier is denied the right to act as agent as mentioned
love, its liability for loss, damage or dealys shall be determined in accordance with this Bill of Lading. (4)

above, its liability for loss, damage or delays shall be determined in accordance with this Bill of Lading, (4) Subrogation when any poil by the Carrier to the Merchart, the Carrier shall be automatically subrogated to all subrogation and poil of the Carrier to the Merchart, the Carrier shall be automatically subrogated to all second of such payment.

7. NOTICE OF CLAIM AND TIME FOR SUIT. When the Code specifying or describing the exact nature of such loss or damage to the Goods specifying or describing the exact nature of such loss or damage to the Goods specifying or describing the exact nature of such loss or damage to the beds of the Carrier at the Port of Discharge or Place of Delivery before or at the time of delivery is the beds of the Carrier at the Port of Discharge or Place of Delivery before or at the time of delivery of the Goods or the demand to have been delivered and described in this Bill of Lading. In any event, the Carrier and its Sub-Contractors shall be discharged from all liability whatsoever, including but not limited to in respect of non-deliver delivery, delix, loss or damage unless suit is brought within one (1) year after delivery of the Goods or the date when the Cooks should have been delivered.

8. LIABILITY PROVISIONS.
(1) Basis of Compensation
(ii) Basis of Compensation
(iii) Basis of Compensation shall be limited to the value of the Goods so chamaged or lost (sectuding
insurance, ustomer fees, taxes, Freight or other freight(s) and retail value). The value of the Goods shall be
determined by reference to the commercial invoice or the customs declaration. In no circumstance
what because the Carrier be responsible for indirect damage, loss of profit or consequential damage.

The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods, and that
compensation higher than that provided for in this Bill of Lading may not be claimed unless, with the consent or
the Carrier, the value of such Goods is declared by the Shipper prior to the commencement of the Carriage
and that the substitute for the limits lad down in this Bill of Lading. Any partial loss or dramage shall be adjusted;
rata based on such declared value. In any event, the compensation shall not exceed the actual commercial val
of the Goods as deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and the Goods are deferred in Clause 8 (2) and

i Goods as defined in Clause 8 (1), larger of Place of Delevery at any particular time or is meet any given the continuous and the Port of arger or Place of Delevery at any particular time or is meet any given better delever or one and the Port of arger or Place of Delevery at any particular time or is meet any given better of the continuous and any particular or one and the Port of the Port of the Continuous and by delay. If notwithstanding the foregoing the Carrier is held responsible for any delay, it is hereby selsy agreed that the Carrier's lability shall be limited to the ocean Preight jaid under this Bill of Lading for elayed Goods, exclusive of local charges and/or demurrage. In the Carriage is not or from the United States of America as stipulated in Clause 6 (1), and unless the natura value of the Goods is declared on the back of the Bill of Lading in the condition set out in Clause 8 (2), the First limitation of Islaility in respect of the Goods, shall not exceed US\$ 500.0 per Container, package, ltd, pallet, or other unit, or when the Goods are not shipped per Container, package, bundle, pallet or other US\$ 500.00 per container.

Use of time Normal Delivity in respective to the Section Sec

vertised route), at any speed, and proceed to or stay at any piace or port whatsoewer, once or muse varies any order, and you design and the properties of t

Carriage otherwise than in a Contamen, us now present purpose container.

10. MATTERS AFFECTIND PERFORMANCE
If, in the Carrier's opinion, at any time the Carriage is or in Bioly to be affected by any hindrance, risk, danger, if, in the Carrier's opinion, at any time the Carriage is or in Bioly to be affected by any hindrance, risk, danger, in the carried or carried for carried further which is provided for in Claise 24 infra) and however arising (even though the contract was entered into or the Coods were received for Carriage), the Carrier (whether or not the Carriage is commenced) may, without prior notice to the Merchant and at the sole discretion of the Carriage is commenced may, without prior notice to the Merchant and at the sole discretion of the Carriage is commenced may, without prior notice to the Merchant and at the sole discretion of the Carriage is commenced may without prior notice to the Merchant and at the sole discretion of the Carriage is:

(a) carry the Goods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, either by the

# BILL OF LADING Terms and Conditions

or the alternative route to that indicated in this Bill OL Juding or that which is usual for Cooke consigned to that Port of Discharge or Place of Delivery. If the Carrier efects to invoke the terms of this Clause 10 (a) hereof, it shall be entitled to charge such additional freight, including estaw are risk charge(a), as the Carrier may determine (such additional freight and charge(a) to be subject to the terms and conditions relating to Freight set out in this all of Lading).

For example, a consideration of the Carriage of the Cooke and store them ashore or afforts upon the terms and conditions of this Bill of Lading and endeavour to forward them as soon as possible, but the Carrier makes no representations as to the maximum period of suspension. If the Carrier elects to invoke the terms and conditions of this Bill of Lading, or additional freight to the carrier endeavour to forward them as soon as possible, but the Carrier may determine (such additional freight to be subject to the terms and conditions of the carrier elects of the Carrier endeavour to forward them as soon as possible, to the terms and conditions of the Carrier endeavour to forward them as soon as possible, but the Carrier may determine (such additional freight to be subject to the terms and conditions of the carrier end to the Carrier endeavour to forward them as soon as possible, but the Carrier may determine (such additional freight to the subject to the terms and conditions of the Carrier endeavour to forward them as the carrier endeavour to forward them

ation hereunder.

The Merchant shall take delivery of the Goods within the time provided for in the Carrier's Applicable Tareff the Merchant shall take delivery of the Goods. The Merchant shall be redibled, without notice, or unset the Goods and the Carrier's Applicable Tareff the Goods. The shall be the Goods and the Carrier's the Goods and the Carrier's the Carrier's the Carrier's the Carrier's the Carrier's the Carrier's the Coods stored as aforesaid shall coasie, and the coats of such storage (if paid or payable by the er or any agent or Sub-Contractor of the Carrier's hill for the Carrier's hall for the Carr

picked in Containers and / or to store the Goods ashore, affoat, in the open or under cover, at the sole risk of the berchants. Such tonge shall constitute due delivery benuruding and thereupon the liability of the Carrier in respect of the Goods stored an aforenaid shall cases, and the costs of such storage (if paid or payable by the respect of the Goods and constitute of the Carrier in respect of the Carrier in the Carrier of the Carrier in International Carrier in C

aliable upon request.

3 is LEN

Is Exported to a specific shall have a lien on the Goods and any documents related thereto and a right

to Carrier, the servants or apents shall have a lien on the Goods and any documents related thereto and a right

to Carrier (and the servants) and the control of the Carrier (including additional freight payable under

the control of the Carrier (including additional freight payable under

memorage and storage charges, eleteration charges, salvage, general average contributions and all other charges

memorage and storage charges, eleteration charges, salvage, general average contributions and all other charges

de spenses whistones which are for the account of the Coods or of the Merchant and for the costs and

spenses of exercising such lien and of such sale and also for all previously unsatisfied debits whatsoever due to

carrier by the Merchant. The Carrier, its sevenants or agents shall also have a lien on the Coods carried under

is Bill of Lading and any document relating thereto for all sums including Freightand charges as above

mentioned due and outstanding on any office. Contracts for the Carriage of Coods concluded between the Carrier,

the Coods are unclaimed during a reasonable time, or whenever, in the Carrier's opinion, the Coods are likely in

come deteriorated, decayed or worthless, the Carrier may, at its discretion and without responsible yhatsoever, auction, sell, abandon or otherwise dispose of such Coods solely at the risk and expense of the

creatment. The Carrier's opinion, the Coods are likely in

certain. Hothing in this Clause shall prevent the Carrier from recovering from the Merchant the difference

tower the amount due to it by the Merchant and the amount realised by the exercise of the rights given to the

arrier under the Cacrier.

(1) In the event of accident, danger, damage or diseaser refere or either the commonment of the vogage, the solution from the common of the co

Deyminia and advancessed is omised or operated by the Carrier, salvage shall be paid for as runy as it was all advancessed to mined or operated by the Carrier, salvage services are needed, the Merchant agrees that the Master may act as its agent to procure such services to the Goods and that the Carrier may act as its agent to sertle may act as its agent to procure such services to the Goods and that the Carrier may act as its agent to settle may act as its agent to settle may act as its agent to procure such services to the Goods and that the Carrier may act as its agent to settle (6) if the Merchant contests payment of contribution to general average, salvage, salvage charges and/or special charges to the Goods on any grounds whatscever or fails to make payment of contribution within three (3) months of the issue of the adjustment thereof, whether or not prior security has been provided, the Merchant shall pay interest for the period in excess of three (3) minds to make payment of contribution due at two (2) percent per carriers of the period in excess of three (3) minds on the contribution due.

ddition to the contribution oue.

BOTH-TO-BLAME COLLISION

NAMES of A comparison of the other ship and any act,

NAMES of A comparison to collision with another ship as a result of the negligence of the other ship and any act,

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or US COGSA and shall be carried subject to those rules.

(3) In the event the Goods which are stated on the back hereof as being carried on deck (or in the event of the absence of the mention "lander deck" or any similar mention), and which are so carried, the Hague Rules shall apply and the Carrier shall be under no lability whatever for loss, damage or delay, however arising, and whether or not caused by negligence on the part of the Carrier, its servants, agents or Sub-Contractors. If the Carrier's halls with a snawy implicated, the liability of the Carrier shall be under the terms and conditions of this Bill of Lading and otherwise to the Hague Rules or the US COGSA rules, whichever is applicable under Clause Se uprae.

1.1. LIV. ANIMALS

The Carriage of two animals is strictly excluded by the Carrier, and the Carrier accepts no liability in connection with the Carriage of live animals.

20. DANCEROUS GOODS

(1) No Goods which are or may become dangerous, noxious, hazardous, flammable or damaging (including radioactive materials), or which are or may become liable to damage any Persons or property whatsoever, and whether or not so listed in any official or unofficial, international or national code, convention, listing or table, salab to tendered to the Carrier for Carriage without previously giving withen notice of their nature, character, as a convention of the Carrier without the container as well as the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with any applicable laws, regulations or requirements. If any such Goods are delivered to the Carrier without such written consent and/or marking, or if the opinion of the Carrier lay like a care or are deemed lailed to become of dangerous, noisous, hazardous, flammable or damaging nature, they may at any time be destroyed, disposed of, abandoned, or rendered like continuous compensation to the Merchant underrakes to provide the Carrier with sall accurate and up to date detailed information related to the

nature, dangerousness, and stowage, storage and transportation of such Goods, and that such Goods are packed, stowed and stuffed in a manner adequate to withstand the risks of Carriage having regard to their nature and in compliance with all laws or regulations which may be applicable during the Carriage.

(3) Whether or not the Netherhant was aware of the nature of the Goods, the Herchant shill finemity the Carrier against all claims, fallabilities, feldey, costs, fines, losses, shameges or expenses arising in consequence of the against all claims, do not consider a single of the complex of the control of the con

Carriage of such Goods and/or arising from breach of any of the undertakings in Clause 20 (2) including any steps taken by the Carrier pursuant to Calasse 20 (1), whether or not the Nerchan was aware of the nature of such children or the control of the control of the Carrier of any of its rights provided for elsewhere.

(4) Nothing contained in this Clause shall deprive the Carrier of any of its rights provided for elsewhere.

(1) Goods of a perishable nature shall be carried in ordinary containers without special protection, services or refrigerated, health, elsewhere in the control of the control

designated by the Merchant.

(3) The Merchant is free to use its own temperature recording device. In no circumstance shall the Carrier be under any obligation to release the estracted data log records of the Container Isself to the Merchant or any other under any obligation to release the estracted data log records of the Container Isself to the Merchant or any other specialized and the container and the container and the container isself to the Merchant or any other specialized meanthment, plant, insulation and/or any loss of or damage to the Cooks arining from Islant effects, derangement, breakdown, defrosting, stoppage of the refrigerating, wentlating or any other specialized machinery, plant, insulation and/or papartiss of the Container, Vessel, conveyance and any other facilities, provided that the Carrier shall before and at the beginning of the Carriage exercise due diligence to maintain the throughout the container of the Container of

sil in Calasse 23 (1), save that, if the loss, damage, liability or expense was caused by a matter referred to in Clause 27 (23 (1)) (c), the Merchant shall not be liable to Indemnify the Carrier in respect thereof unless the provision referred to in that sub-Clause applies.

(c) The Merchant shall expect the Containers before packing it and the use of the Container shall be prima facic (c) The Merchant shall impact the Containers and Containers (c) The Merchant shall be prima facic (c) The Merchant shall containers the Containers (c) The Merchant shall be prima facic (c) The Merchant shall containers and the Containers (c) The Cont

provided that Cover an envirole shall be remitted as security for payment of any, sums due to the Carrier, in particular for payment of all Freight and may be kept by the Carrier fully or partially. In no case shall this deposit accrue any interest.

(6) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall Indemnify the Carrier of all tools, damage, delay, mijur, fines or expenses caused or incurred by to such Containers whils in Merchant control cost, damage, delay, mijur, fines or expenses caused or incurred by to such Containers whils in Merchant control Containers released to them.

27. SUB-CONTROATING AND INDEMNITY

(1) The Carrier shall be entitled to sub-contract the Carriage on any terms whatsoever.

(2) no claim or allegation whether of the Carrier which imposes or altemysts to impose upon them, or any vessel owned or chartered by any of them, any liability whatsoever in connection with the Goods or Merchant of the Carrier shall also be entitled to enforce the freeging coverant against the Marchant, and (1) if any such claim or allegation should nevertheless be made, the Merchant willIndemnify the Carrier against all (1) if any such claim or allegation should nevertheless be made, the Merchant willIndemnify the Carrier against all consequences thereof. Whitch prejudice to the generally of the freeging provisions of this Clause, every which the Carrier is entitled hereunder including the right of enforces any survisions of this Clause, every which the Carrier is entitled hereunder including the right to enforce any survisions of this Clause, every which the Carrier is entitled hereunder including the right to enforce any survisions of the Carrier of the which the Carrier is entitled hereunder including the right to enforce any survisions of the Carrier against the Merchant will not be controlled to enforce the carrier of the carrier of the entities of the Merchant

servant.

(3) The provisions of Clause 27 (2), including but not limited to the undertakings of the Merchant contain therein, shall extend to claims or allegations of whatsoever nature against other Persons chartering space (3) The provisions of Clause 27 (2), including but not limited to the undertakings of the Merchant contained therein, shall extend to claims or allegations of whatsoever nature against other Persons chartering space on the carrying Vessel. v (4) Nothing herein contained shall be construed to limit or to relieve any beneficiaries of this Clause from liability to the Carrier for dramage, loss and liability arising or resulting from their fault or neglect. (5) The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in accordance with the terms and conditions of this Bill of Lading which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier and, if any such dam or allegation in Carrier against and consequences thereof.

28. VARIATION OF THE CONTRACT

No servant or again of the Carrier all have the power to waive or vary any of the terms and conditions of this Bill of Lading, unless such waiver or variation is in writing and is specifically authorised or ratified in writing by the Carrier.

inconsistency but no further, be null ann vavu.

30. LAW

Except as specifically provided elsewhere herein, the law of England and Wa

conditions of this Bill of Lading, and the law of England and Wales shall also
and conditions hered, excluding its conflict of law provisions.

3.1.JMISIDICTION

3.1.JMISIDICTION

3.1.JMISIDICTION

4.1.JMISIDICTION

5.1.JMISIDICTION

5.1