1. DEFININONS c.an-ter: MEDKON HAT ISLET. DEN. VE TIC. A.S

adudes into container, fliit, open top, open sided container, trinsportable tank or similar isport used to consolidate cargo. ransport: Arises when the Plice of Receipt and or the Anal Oestimition are shown on rtide of t

Interacementation in the point of Loading and the Point of Loading ind the Point at Oischnillye on ty are shown on the face hereof and neither the Place of Receipt, nor the Finul Destination are stipulated on the face f.

Shill Indude the Shipper, Consionce and the Holder of the 8111 of Lading the Receiver

Mill right, Guin addition and Strapping ind the Owner of the goods. Goods: Shall mean the argo desatbed on the face of this 8111 of Lading. Interpretation: Wonis in the SillQuillrshill indude where the context admits the plural a nd vice

2. PARAMOUNT CLAUSE
 Is mutually ingTHd that this 8111 of Lading shill have effect subject to the provisions of the International Convention relating to Bills of Lading dated Bruuels 25th August 1524 (herein arter culled the Hague Rules), except where legislituin oplying diffect to the Huling Rules as immediad by the protocal signed in Bru. 16 23cd Febru. 119 1986 (hereafter called the Higge Vlaby Rules) is computed with poly 15table. - m/which cause this Bill of Lading shill have effect subject to the provision of 50Ch legislation. Neither the Huigue rules nor the Huigue Rules are been of the Huling Rules as immediad by North Case Bills Bill of Lading shall have effect subject to the provision of 50Ch legislation. Neither the Huigue rules nor the Huigue Rules have and the stated on the face hereof as being canied on deade and is so carried.
 Nothing continued in this Bill of Luding shall be desmed to be is surrender by the circum of uny of this replats and immunities or carroo which is stited on the face hereof as being canied on under uny stres statulory protection or exemption from or Umitation of liubility.
 At Untratation of liubility und other provisions herein continued shull insure not only to the benefit of the Clinicr, here canier's applicable nutri une incorponited herein. Copies of the relevant provisions of the applicable nutri une torophysical benefit.
 3. CARRIERS TARJFF The terms of the canner's applicable nutri une incorponited herein. Copies of the relevant provisions of the applicable Intiff the obtainable from the Clinier of his lagislity and the applicable nutri me thorophysical benefit of liubility end the same shall be clinier to the same super applicable intiff the obtainable from the Clinier of his lagislity and the applicable nutri me thorophysical benefit of liubility and the applicable nutri me thorophysical benefit of liubility end the same splicable inter methorophysical benefit as applicable inter the same splicable

Merchant winnints thirt in igreeing to the terms hereof he is or has the authority of the persor ing or entitled to the possession of the Goods and this B111 Of Luding.

5. JURISDICNON Ihe Partles hettby agree and accept thit any and ;ill dispute:s arising out of or 1n connection with this Contract sh. ill be subject to Turkish law .ind eicclusively dealt by the c.entral Courts and Balliff's

Contract shill be subject to Twishilaw. Indirectualively dealt by the Contract shall be subject to Twishilaw. Indirectualively dealt by the Contract shall be subject to Twishilaw. Indirectualively dealt by the Contract shall be subject to Twishilaw. Indirectualively dealt by the Contract shall be Subject to Twishilaw. Indirectualively dealt by the Contract shall be Subject to Twishilaw. Indirectuality of the goods shall be Subject to Twishilaw. The Subject

(6) COMBINED TRANSPORT the carrier shill be responsible for loss or diimige to the following exclent but no further; (1) With respect to loss/damige howscover occuring within the period of responsibility under dause (a) (A) (A) above, Hability of the carter shill be determined under the information durates (b) With respect to loss or damige howscover occuring outside the period of responsibility referTH to under dause 6 (A) (1) above the tilbitity of the Carter shall be limited to the actual mount reaveree by the carter in respect of such loss or dimage form the purity to whom the carter has sub-contincted the handring, storuge, preerrinue or oncan tige of the goods. (111) the Carter without limiting such dause (i) looks, shill be reflected of thisDity for loss or damage where such loss or damage can be reisonably attributed either in part or in whole to: (a) A winnoil it or comission of the Men thant Concept more exercises or demage can be removed attributed either in part or in whole is (a) A wringil, it or or mission of the Mentant. (b) Insuffenery or defittive condition of the pucking in the case of coods which by their nat are. Hible to loss or wasti *or* to be damiged when not pricede or when not property packed. (c) Compliance with the instruction of the Mentant or to issue and (c) Compliance with the instruction of the Mentant or to be ward.

ollunce with the Instruction of the Merduunt or his ugent.

(d) Handling, stowage, loading, or unloilding of the goods by or on behulf of the Merchunt.

(e) Inherent vice of the goods. (g) institution vice vine goods.
(g) Stitke, lockout, stoppage or restraint of lubor; trom whatever caused and whether partial or a state of lubor.

Theft ind/or attempt thereiit ind/or loss or daininge to the goods clused by liny third plinty

(ii) There induce assemption event mode to as to during to the global cluster by may list pray, it is proven that the loss or during event within planets, it is proven that the loss or during event within planets it is proven that the loss or during event within planets to use loss or damage or received synthemic would probely result. All becomes the induced the time of the came of comes with intervent to so or during ecount to so or during event to be observed. We determine the loss or during the source of the

Ibove. (C) GENERAL (Inpplicable to both Port to Port shtpments and Combined Transport)

(i) The current opposed to out it is no in any mean any m

where where an international and the second se

Currter).

7. CONTAINERS
(1) Unless the Merchant and the Cliriter or his-agent agreed in writing ur, circle the dedi: shipment (before or at the time of booking the can tige of the goods) the Cliriter shill have the option to Load containeis on dedi: without notice to the Shipper; indiif they ire so carried the Hague Visby Rules shall apply and the goods shall contribute in General Average.
(ii) In the case of live animuls and caroo requested by the Merchant to be canied on dedi: and which in this BUIO Luiding are stated to be canied on dedi: and a so carried the Higue Visby Rules shall apply and the goods shall contribute in General Average.
(ii) In the case of containers supplied by the Merchant to the Amerchant to the Merchant to the Mercha

suittible for the type of caroo he is shipping and the Shipper shull have the right to rejed. Imy unsuitalisatorycontainerbefore use.
(b) the carner shull be under no Hublity whitsoever in the event of loss or damige to imy of the goods directly or indirectly caused by the minuner in which the goods have been pricked or stowed in the containers or by the unsuitability of the goods IOC container cartinge.
(c) The Menhum hereby agrees to indemity the Oritrer aguitast all and imy loss/diminge which the carter may issuit on aguinst likelity to any person which the carter may locur on iccount of personni Indury or loss or diminge to property due to the munoral in which the goods have been pricked in dire stowed inside the container or due to the munor in which the goods have been pricked indire stowed inside the container or due to the munoral individual expenses, fines, of the supply of issue to indirectly the yreason of error or omission in the mult 1, combers or dues and the unsuitability or directly caused in the container.
(d) The Menchant for Hospinger Shifting or light in the carter in usual ballity or directly or discover on the part of the Children in the mult 1, combers or dues the unsuitability or directly constitution of the container unit such usualability or condition the unsuitability or directive condition to inter unit such usualability or condition to inter the subply of interesting on the container unit such usualability or condition to intertheal the uniter and to the container or the Children and the contents. If thereupon uppears that the content at any difficultion a compare so traiting any property be careful for all calls which there all or which the contents or multipare so tallity any the solar of the container so integrations or container at all or which the advective conditional expenses or tallity any the solar of the container so traiting any the solar of the container at all or which the advective conditional expenses or calls the ore them tall or which the con

construction of the original discharged from the container.
 Construction of the container of the container of the container of the container.
 Container of the container of the container of the container.
 Container of the container of the container of the container.
 Container of the container of the container of the container.
 Container of the container of the container of the container.
 Container of the container.

CONDITIONS

8.UEN (1) The Cirler his servants or Agents shull have II len on the goods and the right to set the goods whether privitely or by pubtic auction for all relight (indudin) additional freight payable under anuse 12) ptTminge, dead freight, demurance container demumge and storage char, ess detention ther, ressive/gee/Genenil/Averagecontributionsanafullather-hurgesand expenses/whitsoever including/collimited/oim/interunderCiruuse 12(111) and 13(e)herenwhich.intrefortheaccount of the goods or the Merchnin tild for the costs and expenses of exercisind such in ad such sailefload/unding/egilfeesand/as/orni/prevloxs/junsat/sfielded/sts/hatsoverduet/hmbythe Merchnin. Who whitsoever including/egilfeesand/as/orni/prevloxs/junsat/sfielded/sts/hatsoverduet/hmbythe Merchnint/ acrago or uny and all of the above even thought clincemed with on can tege, pre-carringe anc)/or minind arringe whitsoever information storage and despite the Merchnin tege. Devearing anc)/or minind asringe whitsoever informing form the Merc...hint is dimense the shore shore between the mound tege from the Covering form the Merchnint be clines between the nound due from him to the career in the immount realied by the exercise of the rights invenit o the C&ring underthis/cause.

Intermines there is inly subplautor on the line or the bin of Loong to the enter regimentings mixes being incomparison that is an entermine of the product of the principal the regimement yue of may continuer consigned to the COnsignee/Receivers premises und not returned by any reason of being load/destroyed within the time present held under a asses 7 (4) hereof to the port or place of discharge und/or imy loss/expenses that muy directly arise from such non-return ind/or the cost of regaring the suit do container where the sume thes become dimenged (whether or not by the full or negligence of the Receiver/Consignee, their servants or Agents after the Chirler his constitued the sume to the Receiver/Consignee, their servants or Agents after the Chirler his constitued the deemed to be the value of the constanter in-the losse agreement. (c) To necover from the Shipper (or the Prindpal) of the goods uil, duties, taces, fines, imposts, apapress, to so of daming referred to in C tause 12 (11) hove.

9. BOTH TO BLANE CÓLUSION CLAUSE 1, the ship comes in to collision with inother ship as result of the negligence or the other ship and any act, neglect or defruit of the Misters, Muriners, pilots or the SCIvant of the Clirter in the navigation or in the mnagement of the ship, the Coverso of the goods curried hereunder will indemnify the Carritor rigalnst all loss or libibility to the other noi-cit tig ship or her OWners in so fair is such loss or lubibility represent loss of or daminge to or any daim whitesever of the Owners of the said goods pild or payable by the other or nonca mus ship or her owners to the owners of the said goods noised of, recourded or recovered by the other or noncarrying ships or the OWners in apprint of them dism against the calling ship or carriter. The foregoing provisious shall al 50 apply which the owners Operators or those in charge of any ship or ships or objects other than or in NEW JASON CAUSE WAR RISKS CIAUSES 1 ANO 2 inter demed to be incorpor. Ide in the Bill of Landing.

NEW JASON VANCE ... Lading, 10. GENERAL A VIR AGE AND SALVAGE 10. GENERAL A VIR AGE AND SALVAGE 10. GENERAL A VIR AGE AND SALVAGE

10. CENERAL AVIR-AGE AND SALVAGE
10. General reverge shall be purpulse according to YOrie-Antwerp Rules 1974 and shull be indjusted numportophicoselectedtyhecuriter.
(b) in the event of acddent, danger, diminge or dis instor before or aft.er the commencement of the voying, resulting from any cause whatsoever whether due to negligence or not for which or for the consequence of which the carrier is not responsible by statute contribute or which or for the sonsequence of which the carrier is not responsible by statute contribute or which or for the consequence of which the carrier is not responsible by statute contribute or the pay/Flent of any surfices, losses or expenses of General Average number that imple-nucle or incurind in a shull pay savage and spedial charges mourned to strangers, buch departs it as the carrier or this general data shung vesse is owned to operated by the Cinfer; shuhr ges shall be prid for as fully is if the shuff any vesse is owned to operated by the Cinfer; shuhr ges shall be prid for as fully is if the shuff any vesse is owned to extrangers, buch departs it as the carrier or this general data shuff y vesse is owned to strangers, buch departs it as the carrier of the general data shuff y vesse is owned to strangers, buch departs it as the carrier of the general data shuff y vesse veloce data.
(1) NonFLACTION ANO DEUVERY
(1) Any mention herein 0 purities to be notilied of the invivit of the Goods is solely for information of the curit or the signal buch the data shuff y vesse is owned when do shuff any object is the sole of the vesse whether data shuff and object the vesse of the port of bots that, when decodes or any part thereof data shuff y vesse is to hand clinet of the goods.
(2) Where the critical clinet of data decodes or the port to the contrary and notwithstunding thut my charge as direcs that dedivery of the Goods as afforesing that be tor the dechards as any part thereof data shuff and contrange and powers and band the data whether data de

a=unt, (3) Whore the Carriage called for by this 8111 of I.Jiding is COmbined Transport the Men:;hint si take deUvery of the Goods within the time provided ror in the Cirrier's applicable nirtif (see da (3) Where the Carriage called for by this 8111 of Luiding is Combined Transport the Men.; hint shull take dol-very of the Goods within the time provided ror in the Cirrie's applicable interf (see dause (4) if delivery of the goods within the time provided ror in the Cirrie's applicable interf (see dause when ind where the circuter is exolled to cal upon the men.; turnt to tike delivery thereed whetter the can tigge called for by this BiLl of Luiding isa. Port to Port Shipment or Combined Transport the Cirriters situl be entitled without provide the Goods of this transport the Cirriter situl be entitled without tock to allowy the delivery here under ind called to be upon the situation. Usual to the called to the source show the Goods of this trut thereof it showed in Containen and/or to store the Goods of thut Draft the delivery here under ind thereupon the linbility of the cirriter is respect or the Goods or this profile delivery hereunder ind thereupon the linbility of the cirriter is negaecand the costolactions on giffund called and there are under und thereupon the Linbility of the Cirriter's this I forthwith upon demand be paid by the Contraction of the Cirriter's this I forthwith upon demand be paid by the Merchinittoff the Uniter () is allowed in Transport the cirrity is a Port to Port Shipment or combined Transport the called by the ford by the plaubic () are said or to ford the Cirriter's this which any respective to detertorite, decay, be-come worthless or lincur charts whether for storage or charwise in eXcess of their value ind whether the cirrity as a Port to Port Shipment or combined Transport the and port the proceeds of size in the area the line the Mercinant without notice and within the Mercinant without notice and without prejudice to imy other if this which, he may have signed the Mercinant without notice and periods of size in the Autochard to the Size of the Codes of the Size of th

without any responsibility with itsoever ittaching to this is to support the intervention of the sums due to the carrier from the Merchantin respect of this Bill of Julian. 12, FREIGHT AND CHARGU (1), FREIGHT and CHARGU (2), FREIGHT AND CHARGU (3), FREIGHT AND CHARGU (4), FREIGHT AND CHARGU (4), FREIGHT AND CHARGU (4), FREIGHT AND CHARGU (4), FREIGHT AND CHARGU (5), FREIGHT AND CHARGU (5), FREIGHT AND CHARGU (5), FREIGHT (5), FREIGHT

Supprinting at the source has into expense on the Vertraint. The Uniter shall be entitled to fectore in costsbyre3000/mlecompliance/withhese regulationsorrorg/unemstwether/caused by (h) The Merchant shall further be lible to pay on demand duy by duy ull ston, de chilrges and/or demuning de-turges in regurds to containters (as defined herein) in a-rdance with the tarff which may be obtined from the Clinter. In Cline of Wirth Stall Uniters in THE EVENT OF ELOCKADE, DELAY, ne. In Cline of Wirth Stall Uniters in THE EVENT OF ELOCKADE, DELAY, ne. In Cline of Wirth Stall Uniters, strike, port congestion, lod-outs, stopp ages, dvil commotions, uniter of the vorage) which mattrs or any of them in the jud-glinter of the Master or Clinter (either of whose decision is hall be lobelute and binding on all prifes) may result is diministent of the (toegl) ring are ictual or threetened and whether *or* not existing or init/Direct advised and the order of the vorage) which mattrs or any of them in the jud-glinter of the Master or Clinter (either of whose decision shall be lobelute and binding on all prifes) may result is diministent oproceed on orconitume the vorage orther schmige by land oreinterolischarge nith port ofor phiceodificability oportrans/shipmentor-gli Versischarg/deliver/theClinterolischarge the port of phiceodificability oportrans/shipmentor-gli versischarge/shipmentshipments/shipments/shipments/shipments/ship

ged from the Ship or container is herein provided ise of the Merchant und such dischurve shall IgiiUons hereunder. The Qinier, Master or

(3) The Merchant shuU defend, Indemnify rind holds humless the canter igninst iny daim or liability (and any expens64 arising there from) arishof from the Cliniage of the Goods insofara as such carn or liability encredes the Tind 1 of Luiding.
(4) The defenses and limits of Hubility provided ror in this Bill off.aiding shall apply in any action against the clinic reim whether the unclino be found in contract or in Tort.
15. DANGEROUS GOODS
Goods of i dingerous or hubility on clinication and for radioactive meterful must not be tendered for shipment unless a written certificate of de.clanitron has been prevrously given to the canters, subcariaris, masterconjaentofhivessestating.
(a) That the goods ind. If applicable, the container; flet thiller ete. are adequately packed.

(b)Thecorrecttechnical nameand classofgoods. A spedil stowage order glving consent to shipment must also be obtained from the Carrier. The Men;hant will be liable for all damage loss and eicpense whatsoever if the foregoing provisions are

6. THE SCOPE OF THE VOYA.GE

Indecomplied with. I.G. THE SCOPE OF THE VOYA.GE The scope of the voyage herein contructed for shall indude usual of ci.istominy or advertised port of call whether named in this continuct or not, also ports in or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the vessel may sull beyond the port of discharger, or in a direction contrusy thereto, or return to the ordfain log or deput from the direct or customary route, and includes all canils, stratls and other writers. The vessel may call at my port tert the purposes of the current voyage order prior or subsequent voying. He vessel than once: may for matters occurring before roading the goods known or unknown at the time of-such loading and matters occurring before roading the proof shown or unknown at the time of-such loading and matters occurring before roading the goods known or unknown at the time of-such loading and matters occurring shows to tropally urget, shift befths, undergo, degustash, wyling or similar measures, make thai thps or to repal yrups, shift befths, undergo, degustash, wyling or similar measures, make thai thps or to repal yrups, shift befths, under passengers or rew, worknem or the other persons, remein in port, shift Whoth uplotto, tow indo to towed, and save or attempt to sinve life or property, anything done or not done in amplince with the above shift be demed to be done or not done in utilitized or contractual voyage. The Canter shall not be responsible for imy ross sustalined by the Merclinit through delay of irrival of the goods.

goods. 17. MATTERS AFFEcnNG PERFORMANCE ⁷ MATTERS AFFEoNIG PERFORMANCE (1) If at any time the carriage is or likely to be utificated by any hindrince, risk, dely, difficult or disudvantage of unry kind (inducting the condition of the Goods), when so ever and howsoever arising (whether or not the Ourning thas commenced) the Currier may: (a) Without notice to the Merchunit tribandon the eerrinie or the Goods ind where reasonably possible plice the Goods or uny purt of them at the Merchunit's disposal at any plice which the carrier may deem slife and convenient, whereepoint the responsibility of the currier in respect of

uch Goodshallcense. b) Without proJudice to the Clirrier's right subsequently to ibandon the C3n1age under (ii) above, continue the Clirries. In uny event the Cirrier shall be entitled to full Charges on Goods received or Qrinige and the Men; hant shell pay any additional cost resulting from the above-montioned

dmi_mstances.
(2) The llubility of the C&nier in respect of the Goods shull ceuse on the delivery or other disposition of the Goods in uccordince with the orders or recommendations given by any government or authority or uny person acting or purporting to uct as or on behalf of such

governmentinuthority, 18. SUBSTITUTJON OF VESSEL, TRANSSHIPMENT, FORWARDJNG

governmeithiuthority. 18. SUBSTITUTJON OF VESSEL, TRANSSHIPMENT, FORWARDJNG Whenever the carter or the Master may deem it advisable, or-, in any case, where the goods are consigned to a point where the vessel does no screet to determine, the Cinnier or Master may any, other place or places even though oddated the scope of the voyage or the route to or beyond the port of dischallie or the destination of the goods, and forward the goods, to the port of destinuiton by univ vessel, vessels or other memory of dramoparticle or poly of the port of dischallie or the destination of the goods, and forward the goods, to the port of destinuiton by univ vessel, vessels or other memory of dramoparticle expected to be used or the transportation of the goods. This current in making umingements for uny transshipping or forwarding easily easily in transportation bill be considered expected to be used or the transportation of the goods. This current in making umingements for uny transshipping or forwarding easily easily of the transportation bill be considered expected to be used or the time by such former; whether especiated by the Canter or or share shipping documents used at the time by such longer, whether susd for the goods after discharge from here with advertises or dimage to the leader for cost of using a to use the good after discharge from the leader for cost of utimage to the goods after discharge from here here such loss or dimage to the leader for cost during the line goods after discharge from here here such loss or dimage at the leader dor cortable or plut into hik or cath beneformed here such be leader for cost during a to the goods after discharge from here advensive Higes the here started the transport here bodies connectors. The responsibility of the Carrier or his denies to a detention or delay. where it he goods are in the carder or his degred to put into huk in cartab leologing to the Carrier or his Agent. The Carrier my delay forwarding avaiting a vessel or aniveyancer in his own serv

19. OPTION The port of discharge tor optional goods must be declured to vessel's Agents at the first of the optionali port named in the option not later than 48 hours before the vessel's untrivil there, or fillin such dedaration the cumer may exect to discharge at the first or my optional port and contruct of carriage shall then be considered fulfilled. Any option must be for the total quantity of goods under this shall not indice.

carriege shall there be bounded to be a subsectionable of the section of the sect

discretion: reas@onibly beHeves thilt the viruue that would be obtained in the sale or usetion of the goods (eds commission) would be least thin the outstanding (and in the case of pertishuble 90ods anticipate/storaneandsimilarchurges.
 21. OESCRIPTION OF GOODS¹
 No representition is muide by the Qurier as to the weight, contents, measure, quantily, quality, description, condition, mitcles, numbers or value of Gocids and the Clinter shall be under no description. Condition, mitcles, numbers or value of Gocids and the Clinter shall be under no description. Condition, mitcles, numbers or value of Gocids and the Clinter shall be under no description. Condition, mitcles, numbers or value of Gocids and the Clinter shall be under no description. Condition, mitcles, numbers or value of Gocids and the Clinter shall be under no description. Condition, mitcles, numbers or value of Gocids and the Clinter shall be under no description. Condition and description. Condition and description. Condition or pasticular.
 Chever and particular to be tender for transpartation any Godos which require temperature control without p.eviously ghing written notes (and filling in the boic on the front of this cargo receipt the social by the Moncinether undertikes that the COntinier has teen property set by the Moncinether undertikes that the COntinier has teen property perceeded, thet the Gocids have been property stiffed in the Cortainer and that the term indent states to provide ship's alectric current to keep the refrigeration systems of the conductive state of the bard state of the Gocids accurated and so the hermostatic controls on the provide ship's alectric current to keep the refrigeration systems of the continerer builds of the bard state provide ship's alectric current to keep the refrigeration or any apparitus of the containerer provided that the Carrier shull before on the filter state. provide the there ship a labele or any to see the domain on the monostatic countains the ef

unless such winker or vartitition is in writing ind is spedally authorized or ratified in writing by the Canier. 25. LANDING CHARGES The Goods shall in all cases be landed by the vessel and not by the Men::hant. All the lariding charges and all expenses arising after discharge of the cargo induding discharge on to quay, surfule dentreport, stevedorting hindling, overfime, tally, quiv dues, wharlange dues, storage et eshill be payable by the Mcrchants ugalinst delivery. Ughterage and exceptionses of weighing, measuring, valuing and counting cargo If any, at port of discharge, to be paid by the Marchant of the goods, any custom or alleged custom of the port to the contrary notwithstanding. 26. UABILITY OF SERVAITS AND SUB-CONTRACTORS is lahereby expressly agreed that no servants or ingent or the current, Induding any Independent subcontractors employed by the neglect or delution in the artifier a subling or resulting oriently on Indiectly from any action grant of the gonerality of whatsoever kind artising or connection with his employment and without, preJudice to the generality of the foregoing provisions in this dause every exception. Imitalian, condition and libely! Tesh contained and every right exception from liability, delimes and immunity of whatsoever kind artising portion or provisions in thus any one of the domend to be accessed to a not network on the barent for any as of the contract or the subsection with the employment and without, preJudice to the generality of the foregoing provisions in this cause every exception. Imitalian, condition and libely! Tesh contained and every right exception from libelity, delense and immunity of whatsoever that applicable to the provisions in the barent for any as of the General to be accessed to report provisions in the same on the applicable and the contration of the provisions of the foregoing provisions of the barent for any and the desmend to be accessing as a set on the same on barent provision of a the barene for shall be desmend to be ac

Irring any add!tional expenses or taltitig any

Index is referrefulforotofhecontulineoritisconsystembered fluccintermyribandon thermisportification reformation and any participation of the same ashare or not under: cover or in open at any place which storaus eshalls to decremed to constitute the delively un-Set mit Bibli Of Luding. The Merchant shull indemnify the Carrier uguitst any reisonable additional open at any place which storaus eshalls to decremed to constitute the delively un-Set mit Bibli Of Luding. The Merchant shull indemnify the Carrier uguitst any reisonable additional to consigne 5 or redevers pre-misses the Constiguence or the responsible for returning the consigne 5 or redevers pre-misses the Constiguence or soft place nominated by the carrier within the time presated to them. Should a Continer not be return within the prescribed to them. Werduin shull be libel W any demungel loss or expressions to the containers or for iny Uability artified from any act or omission by the Merchant, his servation and any and in use the red.

directly or indirectly from but not limited to the pucling or stowage of cargo in the container or the use thereof. (vill) in the event that the Oinier agrees 1 transport imy empty container not loaded with goods for a Merchinut or any other purity, such transportion sharl be undertuken only in accordance with terms of this 8111 or Ladt119 notwithstunding that no formal BIII Of Luding be issued for such return themercentiles.

Interportation. (IIIc) The came-has no re:sponsibility wtiltsoever for the functioning of reefer containers or trailers neither owned nor leased by the carrter.

L

Agents giving immediate notice of such discharge to the Men:;hant of the goods so far as he is known.

Conditive a fun periormance or an use canner a congressive method. Agents giving mendate notice of such discharge to the Menchant of the goods so far as he is hnow. (e) Full field) and charges shill be deemed to be earned hereunder rind the Clinter shall be entitle to purment for all exits expenses incurred in the performance of the foregoing librites for highlight and charges shill be deemed to be earned hereunder of the foregoing librites for while to purment for all exits expenses incurred in the performance of the foregoing librites for highlight optimum of the site of the second shift of the second shift of the caner shall in while to purment for all exits expenses incurred in the performance of the foregoing human constraints representing the interest cost to the camer (including but no limited to inditional herearcoarding the interest cost to the camer (including but no limited to inditional herearcoarding the interest cost to the camer (including but no limited to inditional herearcoarding the interest cost to the camer (including but no limited to inditional herearcoarding the camera to sub-contract on env terms the whole or imp part of the camerage (2) The Merchant undertrukes that no cilium or alleguiton shall be made against any person or vessel whatscover; other than the Carter, indiuting but not limited to the Clinter's revents or ingents, any independent contractor and his servatis or ingents, and in others by whom the whole or any purit of Clintage whether curinal ge: und lary dain or aniguiton should nevertheses be mede to driftend, indemnify und hold henniess the Carier inglinist ill consequences thereof. Without pre-ludice to the foregoing very such person or vessel shall have the benefit und in heenefit ind in heenefit ind in the extent of the extent of the servisitors, does so used using his his own behrift but also as agent otrustee for Such persons and vessels and such nersons and vessels shift to this extent be or be deemed to be purities to this contruct.

of and for the benellt of ali persons who ure or might be his servant or ugents (including ull independent contractors as aforesuld) and all such persons shall to this eletent be or be deemed to be partytothis SUlofLading.

Independent contractors as adversitely and all such persons shall to this extent be or be deemed to be partytothis SUIoLading. 27. SHJPPER'S / MERCHANTS RESPONSIBILITY (1) The Shipper anamits to the Canier that the particular relating to the Goods as set out overleaf hes been checked by the Shipper on receipt of this Bill of Luding and this such partialiur and any other puticularies fumlished by or on behalf of the Shipper ine correct. (2) The Shipper shall indemnify the Cariter against al loss damage fires and expenses arising or resulting from maccuracies in or indequacy of such particulars or from any other cimits in connection with the Goods for which the Ourrier is not responsible. (3) Ihe Merchant shull comply with an regulations or requiremeits of customs port or my other authorities and sha't bear and pay all dules taxes, fines, imposts, expenses or charges or losses inarred or suffered by reason thereof or by reason of any illegal microret or insufficient murriting, numbering or inderessing of goods and hemnify the Clinter in respect thereof. (4) Where containers owned or log alead by the Carier are unpacked by the Merchant he Is responsible for returning the empty Containers with interion; brushed and clean and with all Its accessories. If any to the pour tor place of discharge or to the pour or place discharde by Canier, his servants or agents within the time prescribed to them. Should a Container on be returned within the prescribed to them. Should a Container on be returned within a prescribed to them. Should a Container on be returned within a prescribed to them. Should a Container on be returned within the prescribed to them. Should a Container on be returned within a prescribed to them. Should a Container on be returned within the prescribed to them. Should a Container not be returned within a prescribed to them. Should a Container on be returned within a prescribed to them. Should a Container on be returned within a prescribed to them should be anomine the prescribed to th

_J