Shipper
DEMO CSIN-CSUN KÍNAI GYÁRTÓ VÁLLALAT
CN- 361006 XIAMEN
5G, Guangxia Building, Giogu High-Tech Zone
PHONE: 342343254323
EMAIL:

HBL-000001

NEGOTIABLE FIATA MULTIMODAL TRANSPORT ORIGINAL BILL OF LADING

issued subject to UNCTAD/ICC rules for Multimodal Transport Documents (ICC Publication 481)

Consignee

DEMO BOLTHÁLÓZAT ZRT. - KÖZPONT HU- 4075 Görbeháza

Arany János utca 7 PHONE: 52/555-936

EMAIL: kozpont@demobolt.hu

Notify address

DEMO BOLTHÁLÓZAT 112. SZ. ÜZLET

HU- 4060 Balmazújváros Munkácsy Mihály utca 10 PHONE: 52/569-112

EMAIL: 112@demobolt.hu

Voyage	Place of receipt		
#_VOYAGENR_#	CN XIAMEN		
Ocean vessel	Port of loading		
Nagy Tengeri	XIAMEN		
Konténerszállító			
Port of discharge	Place of delivery		
KOPER	HU Görbeháza		



Marks and numbers Number and kind of packages Description of goods Gross weight Measurement

CONTAINER/SEAL NO.: KGS CBM

MAEU4673603 / 11223344 700 colli Normál ker áru 200,00 4,20

SHIPPING MARKS:

ON BOARD

200,00

4,20

OCEAN FREIGHT COLLECT/PREPAID
Shipper's load, count, stowage and seal

AS CARRIER

Declaration of interest of the shipper in timely delivery (Clause 6.2) according to the declaration of the shipper

Declared value for ad valorem rate according to the declaration of the shipper (Clauses 7 and 8)

The goods and instructions are accepted and dealt with subject to the Standard Conditions printed overleaf.

Taken in charge in apparent good order and condition, unless otherwise noted herein at the place of receipt for transport and delivery as mentioned above. One of these Multimodal Transport Bills of Lading must be surrendered duly endorsed in exchange for the goods. In witness whereof the original Multimodal Transport Bills of Ladin gall of this tenor and date have been signed in the number stated beow, one of which being accomplished the other(s) to be void.

Freight amount	Freight payable at DESTINATION/ORIGIN	Place and date of issue BUDAPEST, 27.11.2018	
Cargo insurance through the undersigned Not covered Covered according to attached Policy	Number of Original FBL's THREE (3)	Stamp and signature	
For delivery of goods please apply to: DEMO BOLTH TEL: 52/555-936 E-MAIL: kozpont@demobolt.hu	ÁLÓZAT ZRT KÖZPONT	25 DEC. NORTH POLE	
			AS CARRIER

OMBINED TRANSPORT BILL OF LADING
LARGE PRINT VERSION AVAILABLE ON REQUEST
1. DEFINITIONS
"Carriage" means the whole or any part of the carriage, loading, unloading, stor ing, warehousing, handling and any other ser vices whatsoever undertaken by the Carrier in respect of the Goods covered by this Bill of Indin's Bill

"Gerthage" means the whole or any part of the carriage, loading, andiading, soring, watchousing, handling and any often ser vices whatsoever undertaken by the Carrier in respect of the Goods covered by this bill of lading, "Carrier" means the company stated on the reverse side hereof as being the Carrier and on whose behalf this Bill of Lading has been signed. "Container" includes any container (including an open top container), flat rack, platform, trailer, transportable tank, palled or any other similar article used to consolidate the Goods and any connected equipment. "Freight" includes all charges payable to the Carrier in accordance with the applicable Tarif I and this bill of lading. "Goods" means the whole or any path to the Carrier and an accordance with the applicable Tarif I and this bill of lading. "Goods" means the whole or any part of the cargo and any packaging accepted from the Shipper and includes any Container not supplied by or on behalf of the Carrier. provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 and includes the amendments by the Protocol signed at Brussels on 25th August 1924 and includes the simple did Protocol." "Holder" means any Person for the time being in lawful possession of this bill of Inding to or in whom righted to this bill of Inding Marie Shipping the said Rules so a samended by said Protocol. "Holder" means any Person for the time being in lawful possession of this bill of Inding to or in whom rightes of sait andor infallity under this bill of Inding and anyone actives of a said and the constructed as contractually applying the said Rules for soil and on the Foreon Brussels on 25th I response to the Carrier and Protocol. "Holder" means any Person for the time being in lawful possession of this bill of Inding and anyone active or in the December of Receipt and or the Pace of Receipt and or the Pace

Fransport.

"SDR" means a special drawing right as defined by the International

Transport.

"SDR" means a special drawing right as defined by the International Monetary Fund.

"SDR" means a special drawing right as defined by the International Monetary Fund.

"Sold Fundamental Monetary Fundamental

incorporated herein. Copies of the applicable Tarif f are obtainable from the Carrier upon reguest. In the case of inconsistency between this bill of lading and the applicable Tarif f, this bill of lading shall prevail.

3. WARRANY:

The Merchant warms that in appearing to the Terms and Conditions.

The Merchant warms that in appearing to the Terms and Conditions owning or entitled to possession of the Goods and this bill of lading.

4. SURCONTRACTING.

4. The Merchant undertakes that to claim or allegation, whether arising in contract, builment, to et or other wise shall be made against any servant, agent, or Subcontract ord the Carriage.

4. The Merchant undertakes that no claim or allegation, whether arising in contract, builment, to et or other wise shall be made against any servant, agent, or Subcontractor of the Carrier, which imposes or attempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatsoever in connection with the Goods or the Carriege of the Coods whether or not arising out of negligence on the nevertheeses he made, to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing every such servant, agent, and Subcontractor's shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including clause 26 hereoft he law and jurisdiction clause, as if such Terms and Conditions, does so on its own behalf, and also as agent and mustee of such rearries, agents and Subcontractors and the such as a such a

Goods.

(a) at a port other than the Port of Discharge; or (b) (save in the United States of America) at a place of delivery instead of the Port of Discharge and the Carrier in its absoluted discretion agrees to such request, such thir ther Carriage will be undertaken on the basis that the Terms and Conditions of this bill of Inding are to apply to such Carriage as if the ultimate destination agreed with the Merchant had been entered on the reverse side of this bill of Inding are the Port of Discharge or Place of

Delivery,

C. CARRIER'S RESPONSIBILITY – MULTIMODAL

TRANSPORT Where the Carriage is Multimodal Transport, the Carriage inductivates to per formance of the Carriage from and/or in his own name to procure per formance of the Carriage from the Place of Receipt or the Pert of Loading, whichever is applicable, to the Furt of Deshuege or the Place of Delivery, whichever is applicable, and, save as is other wise provided for central guidance of the Carriage only to the extent set out below:

6.1 Where the stage of Carriage where loss or damage occurred is not known.

6.1 Where the stage of Carriage where loss or damage occurred is not known.
(a) Exclusions
The Carrier shall be relieved of liability for any loss or damage where such loss or damage was caused by:
(i) an act or omission of the Merchant or Person acting on behalf of the Merchant other than the Carrier, his servant, agent or Subcontractor, (ii) compliance with instructions of any Person entitled to give them, (iii) insufficient or defective condition of packing or marks.
(iv) handling, loading, stowage or unloading of the Goods by the Merchant or any Person acting on his behalf.
(vi) or history love of the Goods.
(vii) archite, lock out, stoppage or restraint of labour, from whatever cause, whether part isl or general.
(viii) an cuclear incident.
(viii) ar cuclear or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.

(vm) any cause or event when the Carmer could not avoid and the consequences whereof the could not prevent by the exercise of reasonable diligence.

(b) Binden of Proof

The burden of groot that the loss or damage was due to one or more of The burden of groot that the loss or damage was due to one or more of The burden of groot that the claims 6.1 shall rest upon the Carrier. Save that if the Carrier establishes that, in the craumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in clause 6.1 (a) (iii), (iv) or (v), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of these causes or events.

(c) Limitation of Liability

Except as provided in clauses 7.2(a), (b) or 7.3, if clause 6.1 operates, total compensation shall under no circumstances whatsoever and howsoever arising exceed USD 500 per package where Carriage includes Carriage to, from or through a port in the United States of America and in all other cases 2 SDRs per kilo of the gross weight of the Goods lost or damaged.

or damaged.

6.2 Where the stage of Carriage where the loss or damage occurred is known. Notwithstanding anything provided for in clause 6.1 and subject to clause 18, the liability of the Carrier in respect of such loss or damage

to cause 18, the ltability of the Carrier in respect of such loss or dama; shall be determined: (a) by the provisions contained in any international convention or national law which provisions: (i) cannot be departed from by private contract to the detriment of the Merchant, and

Merchant, and (ii) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of the Carriage

during which the loss or damage occurred and received as evidence thereof any particular document which must be issued if such international convention or national has whall apply; or (b) in case of shipments to or from the United States of America by the provisions of US COGSA if the loss or damage is known to have occurred during Carriage by sea to or from the USA or during Carriage to or from a container spad or container freight station in or immediately one of the USA or (c) by the Hague Rules Articles 1.8 only inclusive where the provisions of clauses 6.2(a) or (b) do not apply if the loss or damage is known to have occurred during Carriage by sea; or (d) if the loss or damage is known to have occurred during Carriage or the USA of any inland carrier in whose custody the loss or damage occurred or, in the absence of such contract or tarift by the provisions of clause 6.1, and in either case the law of the State of New York will apply; or (e) where the provisions of clause 6.1, and in either case the law of the State of New York will apply; or (e) where the provisions of clause 6.1, and in either case the law of the State of New York will apply; or (e) where the provisions of clause 6.1, and in either case the law of the State of New York will apply; or (c) where the provisions of clause 6.1, and in either case the law of the State of New York will apply; or (c) where the provisions of clause 6.1, and in either case the law of the State of New York will apply; or (c) where the provisions of clause 6.1 and in either case the law of the State of New York will apply; or (c) where the provisions of clause 6.1 and in either case the law of the State of New York will apply; or (c) where the provisions of the law of the l

immediately adjacent to the sea terminal at the Port of Loading and/or Discharge.

6.4 Amendment of Place of Delivery In the worst that the Merchant requests, and the Carrier agrees to amend the Place of Delivery, such amended Carriage will be under taken on the basis that the Terms and Conditions of this bill of Inding are to apply until the Goods are delivered to the Merchant at such amended Place of The Carrier agrees to the Carrier and th

bass that the I erms and Conditions of this bill of lading are to apply until the Goods are delivered to the Merchant at such mended Place of Delivery.

7. COMPENSATION AND ILABILITY PROVISIONS

7. COMPENSATION AND ILABILITY PROVISIONS

7. Leading to the Carrier's tights for composition in respect of loss of or damage to the Goods, such compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods pits Freight and insurance if paid. If there is no invoice value of the Goods or list paid and insurance is not bona fide, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered or should have been delivered to the Merchant. The value of the Goods at the place and time they are delivered or should have been delivered to the Merchant. The value of the Goods at the place and time they are delivered or should have been delivered to the Merchant. The value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the same kind and/or quality.

7. Save as is provided in clause 7.3:

(a) Where the Hague Rules apply hereunder by a should law by vir tue of clause 5.1 or clause 6.2(a) the Carrier's labelity shall in no event exceed the amounts provided in the applicable national law. If the Hague Rules Articles 1.3 only apply pursuant to clauses 5.1 or 6.2(b) the Carrier's naximum liability shall in no event exceed GBP 100 per Package or unit. (b) Where Carriage includes Carriage to, from or through a port in clause.

clauses
5.1 or 6.2(b) neither the Carrier nor the Vessel shall in any event be or
become liable in an amount exceeding USD 500 per Package or
customary freight unit.
(e) In all other eases compensation shall not exceed the limitation of
liability of 2 SDRs per kilo of the gross weight of the Goods lost or
dnameed

Liability of 2 SDRs per kilo of the gross weight of the Goods lost or disability of 2 SDRs per kilo of the gross weight of the Goods lost or disability. The Carrier has to the following the control of the Carrier has the Carrier has been a changed on the subset of the Goods does the piter compensation than that provided for in this bill of lading may be claimed only when, with the consent of the Carrier the value of the Goods declared by the Shipper upon delivery to the Carrier has been stated in the box marked "Shipper Locared Value" on the reverse hereof and extra freight paid. In that case, the amount of the declared value shall be substituted for the limits laid down in this bill of lading, any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

A Nothing in this bill of lading, and loperate to limit or deprive the Carrier of any statutory protection, defence, exception or limitation of liability authorised by any applicable laws, statutes or regulations as if it were the owner of any carrying ship or vessel.

8. GENERAL

country. The Carrier shall nave the benefit of the satures, satures on regulations as if a were the owner of any carrying ship or vessel.

8. GENERAL

8.3 Once the Goods have been received by the Carrier for Carriage the Merchant stall not be entitled to impede, delay, suspend or stop or otherwise inter fere with the Carrier's intended manner of per formance of the Carriage or the exercise of the liberties conferred by this bill of lading not to instruct or require delivery of the Goods at other than the Port of Dixcharge or Place of Delivery named on the reverse hereof or such other Port of Place selected by the Carrier in the exercise of the liberties herein, for any reason whatsover including but not limited to the exercise of any right of stopages in transit conferred by the Mine Carrier against all claims, liabilities, loss, damages, costs, delay, attrong fees and/or expenses caused to the Carrier, his Subcontractors, servants or agents or to any other carge or to the owner of such cargo during the Carriage arising or resulting from any stoppage (whether temporary or permanent) in the Carriage of the Goods whether at the request of the Merchant, or in consequence of any fusion whose very in respect of the Goods (including, but without restriction, disputes as to ownership, title, quality, quantity or description of and/or payment for the Goods) involving any one or more party defined herein as the Merchant and the Services themselves or with any third party other than the Carrier and the Earnier in the event of any such stoppage.
8.4 The Terms and Conditions of this bill of lading shall govern the responsibility of the Carrier in connection with or arising out of the supplying of a Container to the Merchant whether before, during or after the Carriege.
9. NOTTICE OF LOSS, TIME BAR

supplying of a Contamer to the Merchant whether before, unring or aner the Carriage. PLOSS. TIME EAR.

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The Terms and Conditions of whatever nature provided for in this bill of lading shall apply in any action against the Carrier for any loss or damage whatsoever and howsoever occurring (and, without restricting the generality of the foregoing, including dealy, a lead deliver y and/or delivery without surrender of this bill of bading) and whether the action be founded in contract, bailment or in tort and even if the loss or diamage arose as a result of uneaworthiness, negligence or fundamental breach of contract.

SHIPPER-PACKED CONTAINERS

11. SHIPTER-PACKED CONTAINEES

12. Container has not been pucked by the Carrier.

13.1 This Still of lading shall be a receipt only for such a Container;

13.1 This Still of lading shall be a receipt only for such a Container;

13.2 The Carrier shall not be liable for loss of or damage to the contents and the Merchant shall indemnify the Carrier against any injury, loss, damage, liability or expense whatsover incurred by the Carrier if such loss of or damage to the contents and/or such injury, loss, damage, liability or expense has been caused by any matters beyond his control including, inter alia, without prejudice to the generality of this exclusion (a) the manner in which the Container has been packed; or

(b) the unsaitability or defective condition of the Container or the incorrect setting of any thermostatic, ventilation, or other special control thereof, provided that, if the Container has been apparent upon reasonable inspection by the Merchant of reprict of the time the 13.1 The Merchant is responsible for the packing and scaling of all shipper-packed Containers and the superior shall not be liable for any short tage of Goods ascertained at delivery.

inflact, the Cattree sime non-con-ascertained at delivery.

11.4 The Shipper shall inspect Containers before packing them and the new of Containers shall be prima facie evidence of their being sound and

suitable for use.

12. PERISHABLE CARGO

12.1 Goods, including Goods of a perishable nature, shall be carried in ordinary Containers without special protection, services or other

measures unless there is noted on the reverse side of this bill of lading that the Goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specifically equipped Container or are to receive special attention in any way. The Merchant undertakes not to tender for Carriage any Goods which require refrigeration, ventilation or any other specialised attention without giving written notice of their nature and the required temperature or other stepting of the thermostatic, ventilation or other special controls to the Carrier. If the above requirements are not completed with the Carrier shall not be habble for any loss of or damages of the complete of the carrier shall not be habble for any loss of or damages of the complete with the Carrier shall not be habble for any loss of or damages of the complete with the carrier shall not be habble for any loss of or damages of the complete shall be carried to the shall be carried to the carrier shall not only the carrier shall not only the carrier shall be considered to the carrier shall not be taken to the carrier shall not be the carrier shall not be carried to the carrier shall not be th

12.2 The Merchant should note that refrigerated. Onnames we not designed (a) to freeze down cargo which has not been presented for stuffing at or below its designated carrying temperature and the Carrier shall not be responsible for the consequences of cargo being presented at a higher temperature than that required for the Carriage, nor (b) to monitor and control humidity levels, able it a setting facility exists, in that humidity is influenced by many external factors and the Carrier does not guarantee the maintenance of any intended level of humidity inside any Container. 12.3 The term "apparent good order and condition" when used in this bill of lading with reference to goods which require refrigeration, ventilation or other specialised attention does not mean that the Goods, when received were verified by the Carrier as being at the carrying temperature, humidity level or other condition designated by the Merchant.

neceived were verified by the Carrier as being at the currying temperature, humidity level or other condition designated by the Merchant.

12.4 The Carrier shall not be liable for any loss or damage to the Goods arising from latent defects, derangement, breakdown, defrosting, stoppage of the refigerating, verifitating or any other specialised machinery, plant, insulation and/or apparatus of the Container, sessel, before and at the refigerating, verifitating or any other specialised machinery, plant, insulation and/or apparatus of the Container, sessel, before and at the beginning of the Carrier igne exercise due diligence to maintain the Container supplied by the Carrier in an ef ficient state.

13. INSPECTION OF GOODS

The Carrier shall be entitled, but under no obligation, to open and/or sea any Package or Container at any time and to inspect the contents. If it appears at any time that the Goods cannot safely or properly be carried or carried further, either at all or whoton incurring any additional expense or taking any measures in relation to the Container or the Goods, the Carrier may without notice to the Merchant (but as his goard only) take any measures and/or incur any reasonable additional expense to carry or to containe the Carrier gettered, and/or to sell or dispose of the should be contained the Carrier and the container of the should be carried any of the carrier and and a container or the should be carried any of the carrier and and recover or in the open, at any place, whichever the Carrier a plant any reasonable additional expenses so incurred. The Carrier in exercising the liberties contained in this clause shall not be liabel for any loss, delay or damage howsever arising from any action or lack of action under this clause.

ciause. 14. DESCRIPTION OF GOODS 14.1 This bill of lading shall be prim

All DESCRIPTION OF GOODS

14.1 This bill of lading shall be prima facie evidence of the receipt by the Carrier in apparent good order and condition, except as otherwise noted, of the total number of Comainers or other Packages or units entered in the box on the reverse side hereof emit led "Total No. of Containers or Packages received by Carrier".

14.2 No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars. All The Shipper warrants to the Carrier that the particulars relating to the Goods as set out on the reverse hereof have been checked by the Shipper more cipe of this hill of lading and that such particulars, and and content on contraband, drugs, other liedge abstractions or stownways, and that the Goods are lawful goods, and contain no contraband, drugs, other illegal substances or stownways, and contain no contraband, drugs, other liedge abstractions or stownways, and that the Goods will not cause loss damage or expense to the Carrier, or to any other cargo during the Carriage.

14.4 If any particulars of any Letter of Credit and/or Import License and/or Sales Gontract and/or Invisic or Order number and/or details of any contract to which the Carrier is not a party, are shown on the face of this bill of lading, such particulars are included at the sole risk of the Merchant and for his convenience. The Merchant agrees that the inclusion of sale and in no way increases the Carrier's lability under this bill of lading.

lading.

15. MERCHAN T'S RESPONSIBILITY

15.1 All of the Persons coming within the definition of Merchant in

clause

1 shall be jointly and severally liable to the Carrier for the due fulfilment
of all obligations undertaken by the Merchant in this bill of lading.
15.2 The Merchant shall be liable for and shall indemnify the Carrier
against all loss, damage, delay, fines, attorney fees and/or expenses

of all obligations undertaken by the Merchant in this bill of lading.

18.2 The Merchant shall be liable for and shall indemnify the Carrier

18.2 The Merchant shall be claimle for and shall indemnify the Carrier

arising from any breach of any of the warranties in clause 14.3 or from

any other cause whatsoever in connection with the Goods for which the

Carrier is not responsible.

18.3 The Merchant shall comply with all regulations or requirements of

customs, por t and other authorit ies, and shall bear, pay and indemnify

the Carrier against all duties, taxes, fines, i posts, expenses or losses

(including, without prejudice to the generality of the foregoing Freight

for any additional Carriage unde lasten) incurred or at ferred by reason

declaration, marking, numbering or addressing of the Goods.

18.3 HI Containers supplied by or on behalf of the Carriar are unpacked at

the Merchant's premises, the Merchant is responsible for returning the

empty Containers, with interiors clean, odour free and in the same

condition as received, to the point or place designated by the Carrier,

within the time prescribed. Should a Container not be returned in the

condition required and/or within the time prescribed in the Tarif', the

result thereof.

18.55 Containers released into the care of the Merchant shall indemnify

the Carrier for all loss of and/or damage and/or delay to such Containers

Merchants are deemed to be aware of the dimensions and capacity of any

Containers released in them.

18.1 Evely is kall be payable based on particulars furnished by or on

behalf of the Shirber. The Carrier ment as a sur
the confidence of the containers of the entry of the containers of the content of the condition of the content of the cont

Containers released to them.

I G. FREIGHT, EXPENSES AND FEES

16.1 Full Freight shall be payable based on particulars furnished by or on behalf of the Shipper. The Carrier may at any time open the Goods or Container(s) and, if the Shipper's particulars are incorrect the Merchant and the Goods shall be liable for the correct Freight and any expenses incurred in examining, weighing, measuring, or valuing the Goods.

16.2 Full Freight shall be tombifered completely examed on receipt of the IGE. Full Freight shall be considered completely examed on receipt of the IGE. Full Freight shall be considered to a finish the Goods.

16.3 All sums payable to the Carrier are due on demand and shall be paid in full in United States currency or the Carrier's Starff. Full Release of Receipt or of Delivery or as specified in the Carrier's Tariff. 16.4 The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation, additional insurance premium and other contingencies relative to Freight in the applicable Tariff. In the event of any discrepancy between Freight (task changes etc) tense in the bill oll ading 16.5 All Freight shall be paid without any set of f., counter-claim, deduction or stay of execution at latest before delivery of the Goods.

16.6 If the Merchant fails to pay the Freight when due he shall be liable also for payment of service fee or interest due on any outstanding sum, reasonable attorney fees and expenses incurred in collecting any sums due to the Carrier. Payment of Freight and charges to a freight forwarder, broker or any once other than the Carrier or its authorized agent, shall not be deemed payment to the Carrier and shall be made at the Merchant's 1.1. LEN

sole risk.

the deemed payment to the Carrier and shall be made at the Merchant's sade risk.

The Carrier shall have a lien on the Goods and any document relating thereto for all sums payable to the Carrier under the countext and for general average contributions to whomsoever due. The Carrier shall also have a lien against the Merchant on the Goods and any document relating thereto for all sums the Merchant on the Goods and any document relating thereto for all sums due from him to the Carrier under any other contract. The Carrier may excress his lien at any time and any place in his sole discretion, whether the contractual Carriage is completed or not. In any event any flien shall extend to cover the cost of recovering any sums due and for that purpose the Carrier shall have the right to self the Merchant. The Carrier's lien shall survive delivery of the Goods.

18. OPTIONAL STOWAGE, DECK CARGO AND LIVESTOCK 18.1 The Goods may be packed by the Carrier in containers and consolidated with other goods in Containers.

18.2 Goods, whether packed in Containers or not, may be carried on deck or under deck without notice to the Merchant unless on the reverse side hereoff it is specifically sipalpated that the Containers or Goods will be carried under deck. If carried on deck, the Carrier shall not be considered under deck. If carried on deck, the Carrier shall not be carried under deck. If carried on of under deck and whether or not satued to be existed to be determed to be within the definition of goods for the purpose of the Hague Rules or US COGSA and shall be carried on deck and livestock, which are stated to be carried on deck and livestock, which are stated to the carrier of mental on deck, are carried without responsibility on the laries of the Cooks and shall be carried on deck and livestock, which are stated to the carrier of mental on deck, are carried without responsibility on the laries of the Cooks and shall be carried to deck and carried on deck and carrier shall not be under the carrier of the Cooks and shall be d

IRRING _____ and yother cause window...
nor US COGSA shall apply.
19. METHODS AND ROUTES OF CARRIAGE
19.1 The Carrier may at any time and without notice to the Merchant:
(a) use any means of transport to r storage whatsoever;

(b) transfer the Goods from one conveyance to another including transhipping or carrying the same on a vessel other than the vessel named on the reverse hereof or by any other means of transport thatsover and even though transhipment of forwarding of the Goods may not have been contemplated or provided for herein:
(c) unpack and remove the Goods which have been packed into a Container and forward them via Container or otherwise.
(d) sail without plots, proceed via any route, (whether or not the nearest or most direct or customary or advertised route) at any speed and the properties of the container or otherwise.

(a) sail without plots, proceed via any route, (whether or not the nearest or most direct or customary or advertised route) at any speed and the plot of Loading herein provided once or more of the cn. and in any order in or out of the route or in a contrary direction to or beyond the Port of Dischange pence or more of the;

(e) load and unload the Goods at any such port or place;

(f) comply with any orders or recommendations given by the order of Dischange) and store the Goods at any such port or place;

(f) comply with any orders or recommendations given by a to so at a so can behalf of such government or authority or having under the terms of the insurance on any conveyance employed by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any person(s), undergoing regulars and or dy-docking, towing or being towed, assisting done or not done in accordance with clause [19.1] or any deby arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

not be a deviation. 20. MATTERS AFFECTING PERFORMANCE 16 at any time Carriage is or is likely to be af fected by any hindi

20. MATTERS AFFECTING PERFORMANCE If at any time Cartages is on is likely to be affected by any hindrance, risk, danger, delay, dif ficulty or disadvantage of whatsoever kind and howovered arising which cannot be avoided by the exercise of reasonable endeavours, (even though the circumstances giving rise to such hindrance, risk, danger, delay, difficulty of disadvantage existed at the time this contract was entered into or the Goods were received for Cartageg the Cartrier may at his sole discretion and without notice to the Merchant and whether or not the Cartage is commenced either. Delivery, whichever is applicable by an alternative route to that indicated in this hill of lading or that which is usual for Goods consigned to that Port of Dicharge or Place of Delivery, if the Cartrie elects to invoke the terms of this clause 20(a) then, notwithstanding the provisions of clause

of clause 19 hereof, he shall be entitled to charge such additional Freight as the

of clause
19 hereof, he shall be entitled to charge such additional Freight as the
19 hereof, he shall be entitled to charge such additional Freight as the
19 hereof, he shall be entitled to charge such additional Freight as the
19 hereof the Carriage of the Goods and store them ashore or afloat
19 upon the Terms and Conditions of this shall 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 of this clause 20(b) then, notwithstanding the provisions of clause 19 hereof, he shall be entitled to charge such additional
Freight and Costs as the Carrier may determine; or
(c) Abandon the Carriage of the Goods and place them at the Merchant's
disposal at any place or port, which the Carrier may deem safe and
convenient, whereupon the responsibility of the Carrier in respect of
10 convenient, whereupon the responsibility of the Carrier in respect of
10 registron the Goods free the Carriage, and the Merchant shall
10 pay any additional costs incurred by reason of the abandoment of the
10 Goods. If the Carrier elects to use an alternative route under clause 20(a)
10 or to suspend the Carriage under Cause 20(b) this shall not prejudice his
11 parken 20 the Carriage under Cause 20(b) this shall not prejudice his
11 parken 20 the
11 parken 20 the 20 the

or to suspend the Carriage under clause 20(b) this shall not prejudice his right subsequently to abandon the Carriage.

21. DAGCEROUS GOODS

21. NO GOOS which are or which may become of a dangerous, noxious, hazardoss, flammable, or damaging nature (including radioactive material), or which are or may become libel to damage any Persons or property whatsoever, and whether or not so listed in any of ficial or unoff ficial, international or antional code, convention, listing or table shall be tendered to the Carrier for Carriage without previously giving written notice of their nature, character, rame, label and entire of the control of the contr

21.2 The Merchant warrants that such Goods are packed in a manner

21.2 The Merchant warrants that such Goods are packed in a manner adequate to withstand the risks of Carriage having regard to their nature and in compliance with all laws, regulations or requirements which may be applicable during the Carriage.

21.3 The Merchant shall indomnify the Carrier against all claims, liabilities, loss, Ammage, delay, costs, fines and/or expenses arising in consequence of the Carriage of such Goods, and/or arising from breach of any of the warranties in clause 21.2 including any steps taken by the Carrier pursuant to clause 21.1 whether or not the Merchant was aware of the nature of such Goods.

21.4 Nothing contained in this clause shall deprive the Carrier of any of this rights provided for elsewhere.

22. NOTIFICATION AND DELIVERY

22.1 Any mention in this bill of lading of parties to be notified of the arrival of the Goods is solely for information of the Carrier. Failure to give such notification shall not involve the Carrier in my liability nor my liability nor

22.1 Any mention in this bill of adapting of parties to be notified of the arrival of the Goods is soldly for information of the Carrier Failure of the Goods is soldly for information of the Carrier Failure of the Goods is soldly for information of the Carrier Failure of the Goods and the Carrier failure of the Goods and t

damage or discrepancies of the Goods, which are found upon the unpacking of the Container.

23. BOTH-TO-BLANE COLLISION AND NEW JASON CLAUSE The Both-to-Blame Collision and New Jason clauses published and/or approved by BIMCO and obtainable from the Carrier or his agent upon

approved by BIMCO and obtainable from the care of solitate upon request are hereby incorporated herein.

24. GENERAL AVERAGE AND SALVAGE

24. GENERAL AVERAGE AND SALVAGE

24. General everage to be adjusted at any port to place at the Carrier's option and to be settled according to the York-Antwerp Rules 1994, this covering all Goods carried on or under deek. General average on a vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that vestigated the experiment of the posterior of that vestigated the experiment of the posterior of that vestigated the posterior of the vestigated that the posterior of the vestigated that the vestigated of the vestigated of the vestigated that the vestigated of the vestigated of

by writue of Carriage of the Goods to or from the United States of America or otherwise, that stage of the Carriage is to be governed by United States law and the United States Federal Court of the Southern Ostrict of New York is to have exclusive jurisdiction to hear all disputes in respect thereof. In all other cases, this bill of lading shall be governed by and construed in accordance with English law and all disputes arising hereunder shall be determined by the English High Court of Justice in London to the exclusion of the jurisdiction of the courts of another