TERMS AND CONDITIONS

L DEFINITIONS Tarrings' means the while or any part of the operations and services of whatsever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this bill of lading nucleons but not limited to the leading, transport, unleading, strange, warehousing and handling of the Goods and related documentary, customs and IT processes. "Carrier" means Cognary Lines (LA, transport, unleading, strange, warehousing and handling of the Goods and related documentary, customs and IT processes. "Carrier" strange Cognary Lines (LA, transport, unleading, strange, warehousing and handling of the Goods and related documentary, customs and IT processes. "Carrier" strange Cognary Lines (LA, transport, unleading, strange, strange, strange, and the Carriege and/or issued this bill of lading and their nominated agents in the country where the Goods and characterized and/or delateverd. "CIDISA" means the Carriage IG Goods by Sae Act of the United States of America approved on IRM April 1935. "Consolitation" includes straffing packing, unleading or securing Goods on or within Containers and Consolitate thal bla construed accordingly. "Container" includes any container (fockdoing but not limited to gen top containers), trailer, transportable tank, platform, lift van, flat, pallet or any similar article of transport used to Cansolidate counds and an availing reaconing.

Preight includes regit, demurging, detention cases are and expresses are nonnexpresses. Names and any equipment or Container and the cargo received by the Carrier from the Merchant and includes any packing and any equipment or Container not supplied by or on behalf of the Carrier (thu excludes any chainer supplied by one on behalf of the Carrier from the Merchant and includes any packing and any equipment or Container on the supplied by or on behalf of the Carrier (Magae Make' means the provisions of the International Convention for the Infinization of Cartain Rules of Law relating to Bills of Lading signed at Brussels on ZSth August 1924. "Hagae Neak Neise" means the target sizes as anneled by the Protocol signed at Brussels on ZSrd February 1958. It is expressly provided that nothing in this bill of Inding shall be construed as router scalarly applying the Hagae-Yash Rules. "Holder" means and the pace Neise in a hard possession of, ar lawfully entitled to possession of, this bill of lading or in whom rights of suit and/or liability under this bill of lading have been lawfully vested or transformed. "Indemnify means defined, indemnify and hold harmless, including in respect of legal fees and costs, whether are not the adolgation to indemnify areas and and engligent or non-negligent acts or nonexisters of the indemnifying parts.

been laveling vested or transformed. Thicknowly, meas defend, indemnly way and hold harmless, including in respect of legal fees and costs, whether or not the obligation to indemnly areises out of negligant are non-negligant acts or missions of the indemnlying party. Merchanit includes the Shoper and the Person eventing or lewship writted to the possession of the Boods and the Person entitled to receive the Boods are handed to the Carrier, any Person and ion held if any of the above mestioned Person, including agents, servents and a Sho-Chartoztors. Multimodal irransport' arises of the Carrier has indicated a place of receiver and place of delivery on the front hereof in the relevant spaces. Multimodal irransport' arises of the Carrier has indicated a place of receiver and place and delivery on the front hereof in the relevant spaces. Multimodal irransport' arises of the Carrier has indicated a place of receiver and place and delivery on the front hereof in the relevant spaces. Multimodal irransport' arises the Learvier has indicated a place of receiver and place and delivery on the france there and space. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Parson" includes an individual corporation or other leagle entity. "Subport" incenses the link States contractors and any Parson mande as shopps in the bill of lading. "Subport" incenses the link States contractors and any recease indicates ab-contractors, services are apattes employed by the Carrier in performance of the Carriege and wy direct contractors, services are agents employed by the Carrier is negligation and an

REYS TAREF provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to Container and dimmrrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been Ried. In the transmissionery between this bill of lading and the applicable tariff, this bill of lading shall prevail. 3.1 The pro

case of inconsistency retween true on or along and the apprecise truth, this of incling state prevail. A HCBITHABIUT 41 This bit of lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable. 42 This bit of lading shall be prima face whence only of the Carrier taking the Boods described in the bill of lading under its control, provided that and only to the extent the Carrier had reasonable means of checking the Boods. 5 JOH EDITIONED (AND UNEPWINES)

5. SUB-CDNTRACTING AND INCRAMINES 5. SUB-CDNTRACTI

Is unknown at unknown in the control of the subject to the provisions of CDDSA and to the Pamerene Act regardless of whether said Act would apply of its own force. The provisions of CDDSA are incomported herein and save as otherwise provided herein hall apply the entire time the Bodds are in the Carrier's outstdy, including before loading and after discharge as long as the Godds remain in the catedy of the Carrier are its Sub-Cantractor, including Bodds carried an dark. Kething cantaled herein is to be deemed as surveded by the Carrier of its registrations and and the registration and sub-term in the total apply of its and increase of any of its responsibilities on Habitiss under CEDDSA. Except for clause S. Z. very other term, condition, limitation, defense and liberty whatseeve contained in the 1d raining shall apply to Its Carriage. (i) Where the Marchant requests the Carrier to prova Carriage by an index carrier in the United States of America, such Carriage shall be procured by the Carrier as agent only to the Marchant and such Carriage are libely to the Carrier to prova Carriage by an index carrier is and to apply carrier is denied the right to act as agent only at these times.) (i) Where the Marchant requests the Carrier to prova Carriage is a normatical conditions and tarff. If, for any reason, the Carrier is denied the right to act as agent only at these times.) (c) Neither the Carrier on the Vessel shall neary events to reasons the corrier is and to the Carrier is denied the right to act as agent only at these times.) (c) Neither the Carrier on the Vessel shall neary events be reasonal black and the carrier paralage or customary freight unit. For Imitation parases under CDDSA, it is agreed that the maxima ing of the vort "paradege" shall be appleted and // ounitsed for the convenience of the Marchant, regardless of whether as algolate or unit is disclosed on the front hereof. C2 NUN LIS CARRADE 6.1 US CARRIAGE (a) For US Carri

6.2 NON-US CARRIAGE

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E2 XINU-US CARRIAE: (a) Mirer the Non US Carriage is Port to Port Transport: (a) the period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the moment the Goods are loaded on board the Vessel and shall end when the Goods have

(1) the priori of responsibility of the Carrier for any loss or damage to the Boods shall commence only at the moment the Boods are loaded on board the Vessal and shall end when the Boods has been discharged from the Vessal.
(a) the liability of the Carrier for less of or damage to the Boods shall be determined in accordance with any national law making the Hague Rolading are for damage to a program of the Vessal.
(a) the liability of the Carrier for less of or damage to the Boods shall be determined in accordance with any national law making the Hague Rolading artified S and B and

not occurs at sai. (iv) if the Goods are discharged at a port other than the Port of Discharge or at a Place of Delivery instead of the Port of Discharge, and the Carrier in its aboults discretion agrees to a request to such effect, such further Carriage will be undertaken on the basis that this bill of lading is to apply to such Carriage as if the ultimate destination agreed with the Marchant had been entered on the front said of this bill of lading as the Port of Discharge or Place of Delivery. (b) Where the Neu Discrings in Million Carriage that the Marchant can prove at what stags the loss or damage occurred. (i) the lability of the Carrier as hall be determined by the Marchant can prove at What stags the loss or damage occurred. (ii) the lability of the Carrier as hall be determined by the detriment of the claimst, and (iii) was not hence the departed from by private contracts the detriment of the claimst, and (ii) was been instructionel convention or national law daes not apply compulsarily to the stage of the movement where the loss or damage occurred, any liability of the Carrier shall be determined by the stage of the movement where the loss or damage occurred.

(1) the unless the fire was caused by the actual hater of privity title Carrier of acc of activities of one diagonate to make the resist estimation, property to main, equip and suppy the vessel or to make her fit and activity of the the resolution of the Dodds for which the Washelm that have the burden of proof (2) an outback cause or event which the Carrier stability of the resolution of the Dodds for which the Washelm that have the burden of proof (2) and cubre cause or event which the Carrier stability of the resolution control the Dodds for which the Washelm that have the burden of proof (2) and cubre cause or event which the Carrier stability of the carrier stability of the carrier stability that the issue of mange was due to one or more of the cause, or events, specified in sub-clause E2(c)(i) shall in resumm that the vasion cause of the cause. If the calman stability of the carrier stability the carrier stability the carrier stability that the less or damage was not. In fact cause of the causes at sub-clause E2(c)(i) the Carrier shall only be labele to the extent that another cause contributed to the loss or damage axis or damage axis or damage axis of the causes of the causes at sub-clause E2(c)(i) the Carrier shall only be labele to the extent that another cause contributed to the less or damage. (i) Subject to the Carrier's right to limit labely as provided for which the bill of labolity set provide the carrier's bablity shall in an event access of the Causes. (i) and ther causes companders in the applicable rules. (ii) all other causes companders in the applicable rules. (ii) all other causes companders in the applicable rules. (ii) all ther causes companders in the applicable rules. (ii) all ther causes companders in the applicable rules. (ii) all ther causes the Carrier's bablity shall in an event access of the clause activity the shall the calculated by reference to the value of the Boods at the place and times. (ii) all there causes companders in the applicable rules. (ii) all other causes compan

(u) in all other cases, the Lorner panel to accurately of an indexity whatsoever unress such a prought within nine months after the devery of the backs or the date when the backs and using the accurate the second second of the second second of the backs of the backs and the second second of the second second

(c) velay. Consequential Loss Save as otherwise provided herein, the Carrier does not undertake that the Boods shall arrive at any particular time and shall in no circumstances be lable for direct, indirect or consequential loss or domage caused by delay or any other cause whatsoever and howsoever caused. Without projudice to the foregoing. If the Carrier is found lable for delay, liability shall be limited to the Freight applicable to the relevant stage of the transport. (A) Notice of Loss or Damage

(d) Notice of Less er Damage The Carrier shall be deemed primi faints to have delivered the Goods as described in this bill of lading unless notice of less of or damage to the Goods indicating the general nature of such less or damage, shall have been given in writing to the Carrier or to bic representative at the place of delivery before on et the time of removal of the Goods into the costody of the Person entitled to divery thereal our the bis bill of dology is in an apparent, which here conscribed view thereafter. (c) The defences and limits of ladinity provided for in this bill of lading shall apply in any action against the Carrier whether the action be found in contract, ballment, tart, breach of express or implied warrantly or otherwise. (f) The Merchant shall Indemnity the Carrier against any clean or lability (and any expense arising therefrom) arising from the Carrierg of the Goods insofar as such clean or lability exceeds the

conditions 1 nw1.indd 1

implied warranty or otherwise. (i) The Merchant shall fordemity the Earrier against any claim or lability (and any expense arising therefrom) arising from the Earriage of the Boods insofar as such claim or lability exceeds the Earrier's lability under this bit of lading. 7. XERCHANTS WARKITSS MOR ESSYNDISBUTTES 7. The description and particular of the Boods and Chataire take agent of and has the authority of the Parson owing or entited to the possession of the Boods and this bill of lading any Press with the agent interment in the Boods and Chataire take agent of and has the authority of the Parson owing or entited to the possession of the Boods and this bill of lading any Press with the agent interment in the Boods and Chataire take to the face hereof are furnished by the Archant and the Merchant warrants that the Carrier that the description and pericularis includes and this bill of lading the comparison of the Society and the second take the second take

detention charges arising therefrom. The Merchant is responsible for returning the empty Container, with interiors brushed and clean, to the point or place designated by the Carrier, his s or agents. The Merchant shall be liable for any charges, loss or any other expenses arising therefrom. The Merchant shall be responsible for any loss and/or damage to, and any liabilities

rchant shall be liable for the loss, damage, contamination, solling, detention or demurrage before, during and after the Carriage of property (including, but not limited to. Containers) of ror Sub-Chartractor (other than the Merchant) caused by the Merchant or any Person acting on its behalf or for which the Merchant is otherwise responsible. robant shall flowing the Carrier against whiles, damage, claim, liability or expense whatsover arising from any breach of the provisions of this clause 7 or from any cause in With the Bloods for which the Carrier is not responsible. 7.7 The Me the Carrier or Sub-Co 7.8 The Merchant sho

Additional and a second on the match on the transport 28 JNS Global Solution and the second degree of the second d

use to real loss, damage, osay or expenses arising from the Larringe, in low under or priori that the Larring view the activation of the carringe of the doods an rest upon the Macrianni Audit and the Carringe in the carringe of the national law or by reason of international convention, relating the carringe of Boods of a dange to the Carringe of the Carringe at the fundatory according to the national law or by reason of international convention, relating the carringe of Boods of a dange to the Carringe of the Carringe at the fundatory according to the national law or by reason of international convention, relating the the Carringe of a dangerous nature final Boods and again the lowed deg of the Carringe at the fundatory according to the Boods of a set any face or destroyed rendered innocuous by the Carringe without lability on the part of the Carringe reaces the Boods of a set. A The Macrianal and Indemnify the Carringe against any loss, damage, claim, Lability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Boods for which the Carringe in an ange, claim, Lability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Boods for which the Carringe in an ange, claim, Lability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Boods for which the Carringe in an ange claim, Lability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Boods for which the Carringe in an ange claim. Lability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Boods for which the Carringe in an ange claim. Lability or expense whatsoever arising from any breach of the provisions of this clause 8 or from any cause in connection with the Boods for which the Carrine is not responsib

8.4 The Marchant shall Indemnify the Larrier against any test, camage, cam, neuron, we express measures a second of the scape of the Book for which the Earrier is not responsible.
9. CDIVIANERS
9.1 Dook may be Consolidated by the Earrier is not responsible of the Earrier is not responsible of the Earrier is not responsible.
9. CDIVIANERS
9.1 Dook may be Consolidated by the Earrier is not an Container and Books may be Consolidated with Books owned by other Persons.
9.2 The Earrier is the Birl of Idoof price and the Barrier is not maker to the Barrier is not maker to the Container to the Marchant, the Barrier is not maker to the Container to the Marchant.
9.3 If a Container has been Econolidated by the Corrier of Idoof for carring an IOA tarianer actually used.
(c) caused by the unstability of defactive condition with Container actually used.
(c) caused by the unstability of defactive condition with Books and the Barrier is not maker an obligation to provide a Domainer Marchant.
9.4 The Marchant tar priors to the time when the Earrier is the appropriate to the Marchant. The Darrier is instructed to provide a Domainer Marchant.
9.4 Where the Carrier is instructed to provide a Domainer.
9.4 Where the Carrier is instructed to provide a Earrier is one of earrier is not under an obligation to provide a Domainer.
9.4 Where the Carrier is instructed to provide a Domainer.
9.4 Where the Carrier is instructed to provide a Domainer.
9.4 Where the Carrier is instructed to provide a Domainer.
9.4 Barrier is ble and the Darrier is the absence of a written request to the contrary accepted by the Carrier is not under an obligation to provide a Domainer of approximation.
9.4 Barrier is ble Marchant. Such Books, whether or not on carried, shall participate is Beneral Average and shall be deemed to be within the definition of Books for the purpresses of the Hague Plates and Hague

IN: LEVERAULTED LEVENUELED LANSED 10. The Nerchant undertakes not to inder for Carriage any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this bill of lading if this bill of lading has been properly by Merchant or a Person acting on his behalf) of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container Consolidated by or on behalf of the Merchant further undertakes that the Container has been properly pre-coded, that the Goods have been properly Consolidated in the Container and that its intermostratic controlls have been properly at by the Merchant barber receipt of the Goods by the Carrier. 10.21 the above requirements are not compled with the Carrier shall not be lable for any loss of or damage to the Goods by the Carrier. 10.21 the above requirements are not compled with the Carrier shall not be lable for any loss of or damage to the Goods caused by such non-compliance and the Merchant shall Indemnify the Carrier for any reading loss the Carrier shall not be lable for any loss of or damage to the Goods are constant of the Container, provided that the Carrier shall before on at the bagening of the Carriage neurcice due dispines to maintain the refrigerated Container in an efficient catae. 10.3 The Carrier shall londonify the Carrier shall before on a the bagening of the Carriage neurcice due dispines to maintain the refrigerated Container in an efficient catae. 10.4 The Merchant hall londonify the Carrier signal shall have, mange, claim, labitity or expense whatsoever arising from any breach of the provisions of this clause ID or from any case in connections with the Goods for which the Carrier is not responsible. 1. NEVERCIDIO KE GOODS

II. INSPECTION OF GO

II. INSECTION GEDIODS III. The Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, to open and/or scan any Container or package at any time and to inspect the contents. II.2. If appears a time that the Goods, or any part of them, cannot safely or properly be carried, or carried further, either at all or without incurring any additional expense or taking measures in relation to the Container or Boods, the Carrier may without notice to the Merchant (but as his agent only) take any measures and/or incur any reasonable additional expense to carry or contains the Carrier get hered, and/or to all or dayose of the Boods and/or to bandone the Carriage and/or to store the Boods schere or allots, under cover in the open, at my place, whichever the Carrier in his about discretion considers must appropriate, which sale, disposal adandomment or storage shall be deemed to constitute due delivery under this bill of lading. The Merchant shall Indemn'the Carrier against any reasonable additional expressos relationer and.

arising from any action or lack of action under this cl 12. METHODS AND ROUTE OF TRANSPORTATION

2.1 The Carrier may at any time and without notice to the Merchant

15.1 The latest version 16. GENERAL AVERAGE

(also available in pamphlet form from the Carrier under www.cargocarelines.com)

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12. VEHIDS AND RUITE BF INDEXPLOYATION
12. The Darrier may any time and whom notice to the Merchant:
(a) uses any means of transport or storage whotenesses:
(b) load or carry the Boods non yx-sease whotenesses:
(c) load or carry the Boods non yx-sease whotenesses:
(c) and proceed whotenesses:
(c) any place unpack and remove Boods which have been stuffed in or on a Container and forward the same in any manner whatsoaver:
(d) at any place unpack and remove Boods which have been stuffed in or on a Container and forward the same in any manner whatsoaver:
(d) proceed at any speed and by any route in its discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoaver ance a mere of the and in any order:
(f) load or carry through on any conseyance at any place (whether or not the places is a part named on the front hereof as the y advertised for a broking or proceed to or stay at any place whatsoaver ance a mere of the and in any order:
(f) load or unlask the Boods from any conseyance at any place (whether or not the places is a part named on the front hereof as the intended Port of Dackarga);
(g) comply with any order's or recommendations given by any government or autionly or any Person or body acting or purporting to act as or a behalf of such government or autionly or any Person or body acting or purports, and a such as government or autionly or any Person or body acting or purports, the same or unamed.
(1) permit the Yessel to arry/lustests, Boods of all kinds, dangerous or otherwise, contraband, episohsus, munitions are walkes tore are unamed.
(2) The biercise set on such classes (b) the Darrier the right to give orders or divertions.
(b) permit the Yessel to arry/lustests, Boods of all kinds, dangerous or otherwise, contraband, episohsus, munitions are walkes tore are unamed.
(2) The biercise set on advertises (b) abovers in purposes w

but not limited to Persons involved with the operation or maintenance of the Vessel and assisting Vessels in all situations. Anything does in accordance with sub-clause [2] above or any delay arring therefore multi-ball be densel to be within the contractual Carringe and shall not be a deviation of whatsoever nature or degree. 13. DECLARGED [3] Unleas its peopficially stipulated that the Boods will be a deviation of whatsoever nature or degree. 13. DECLARGED [3] Unleas its peopficially stipulated that the Boods will be a deviation of whatsoever nature or degree. 13. DECLARGED [3] Unleas its peopficially stipulated that the Boods will be a deviation of whatsoever nature or degree. 13. DECLARGED [3] Unleas its peopficially stipulated that the Boods will be carried on deck, and which are actually carried on deck are rearried what represes of the Hague Roles or any legislation making such relees. DBSA or the Hague Yshy Obles comparison y adoles that has if all allow. 13. Boods which are stated on the front of this hild I allong to be carried on deck, and which are actually carried on deck, are carried withat representions of the Bague Roles or any legislation making such relees. DBSA or the Hague Yshy Obles comparison y adoles that has if all allow. 13. Boods which are stated on the front of this hild I allong to be carried on deck, and which are actually carried on deck, are carried withat responses of the Bague Roles or any legislation making such relees. DBSA or the Hague Yshy Obles comparison y advect prevent with the deviater for loss or AL DELECTION AND BUNKERT FFE FORDS 14. DBS on the deviate the Marchael and express. 14. DB SC DELECTION AND BUNKERT FFE FORDS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for DBSS 14. DB SC DELECTION AND BUNKERT FFE for

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IS: BDEREAL VERAGE IS: IS DEREAL VERAGE IS: Journal Average shall be adjusted at any part or place at the Carrier's option, and to be sattled according to the York-Antwerp Rules (594, this covering all Goods whether carried on ar under dex). The We also Clause as approved by BINCD shall be considered as incorporated herein which a swallable on request. IS: 2) NetWithstanding sub-clause IS, the Marchiant shall Indemnify the Carrier in respect of any claims of a General Average nature which may be made against him and shall provide such security as may be required by the Carrier in this commention. IS: 3) Sub-security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall, if required be submitted to the Carrier prior to delivery of the Goods. IS: 4) The Carrier shall be under no obligation to take any steps whatsaver to collect security for General Average contributions due to the Merchant.

Ib A the Larrer shall be under no abligation to take any steps whitslower to collect security tor learner diverge contributions due to the Merchant. 17.FREIDII 17.FREIDII 17.FREIDII 17.FREIDII 17.FREIDII 17.FREIDII 17.FREIDII 17.D In derscharts, attention is drewn to the stipulation accouncing currency in which the Freight is to good, rate of exchange, devaluation and other contingencies relative to Freight in the relevant tarff conditions. If no such stupulation as to devaluation exists or is applicable and if the currency in which the Freight is to good, rate of exchange, devaluation and other contingencies relative to Freight in the relevant tarff conditions. If no such stupulation as to devaluation exists or is applicable and if the currency in which the Freight is to good are evaluated between the date of the Freight is agreement and the date whon the Freight is good, then all Freight and ble automatically and immediately benegation reportions the devaluation and other contingencies relative to Freight and a the start of the devaluation or revaluation of the date of the Freight to Beyonet table made in the currency named in the bill of lading, or, at the gation of the Darvier in another currency specified by the Carrier. To all be made in the currency named in the bill of lading, or, at the gation of the Darvier in another currency specified by the Carrier in the start of the devaluation of the devaluation of the devaluation of the devaluation of the start of the construct in a great that without projidate to the relation the freight the particular set of used and the particular set of used and the particular set of used and the start of the devaluation and set of the devaluation of the devaluation of the devaluation and the above current freight table freight charged or charged the diverse freight targed, whichever sum as the smaller, shall be paphile as louideted demands of the others execution.

government directions or horce majeure. 18. UEN 18. The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier under this bill of loding and for General Average contributions

Incurrer sna nave a ten on lioods and any documents relating thereto for all sums whatsnever due at any time to the Carrier under this bill of leding and for Beneral Average contributions 182. The Carrier shall also have a ten on lioods and any documents relating thereto for all sums due from the Marchant to the Carrier under any other contract.
 18.3 The Carrier may secreta kis lies at any time and any place in his solid discretion, whether the Carriage is completed or not. In any event any ten shall (a) survive the delivery of the Eads and (b) storet to cert the carrier gave space in the Social scretce on a statisfy the Carrier shall have the right to sall or otherwise dispose of the discretion and in buffer chart, meaned without any leading to save the carrier cancel and in the Workshir some and without any leading to save the carrier cancel associated afforts to and for the shaper and the consignee atoms of in the Workshir some and without any leading to save the carrier cancel and in the Workshir some and without any leading to save the Carrier value of the save any lies shall (a) survive the delivery of the Eads and the relative state of the associate and in the Workshir some and without any leading to save the Workshir source that use cancel advect any direct consignee atoms on the first to and for the save any bill prior to any sale or other disposal and that the Carrier will pass on to the Marchant any proceeds of a sale or other disposal acceeding the same due and the carrier training to the save or where disposal acceeding the save or vary any of the Earvier to any and of the Earvier to average of the Earvier to average.
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20. rAnni ann una una company and a series of the series o unity to solid provident, the tensor you are tensoring provident same nois centration are entry into into an on earing cannot be same to centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor of memory cannot be centre out as in such investor out as interverses in such investor out and interverses out and investor out as interverses out and investor out and interverses out as investor out as interverses out as interverses out as interverses out as investor out as interverses 2.1 for ISC as interverses out as interverses hereunder 221 nal other cases, this bil of lading shall be governed by and construed in accordance with Dutch law and all disputes arising hereunder shall be determined by the District Court in Rotterdam to the exclusion of the jurisdiction of the court of another country. Alternatively and at the Carrier's sole sption, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant.