Supply Chain Solutions			ORIGINAL BILL OF LADING		FMC-OTI No. 019916NF		
SHIPPER (COMPLETE NAME AND ADDRESS)			L	HOUSEBILL No.		MASTERBILL No.	
				BOOKING NO			
			EXPORT REFER	ENCES			
FAX:							
CONSIGNEE (COMPLETE NAME AND ADDRESS) FAX:				FORWARDING AGENT - References SUPPLY CHAIN SOLUTIONS, LLC 8305 NW 27TH ST STE 108 DORAL FL 33122 UNITED STATES			
				PORT AND COUNTRY OF ORIGIN United States			
				ROUTING INSTRUCTION			
PLACE OF RECEIPT				-			
VESSEL AND VOYAGE NUMBER		PORT OF LOADING		NUMBER OF ORIGINAL BILLS OF LADING 3 (THREE)			
PORT OF DISCHARGE		PLACE OF DELIVERY		PLACE AND DATE	OF ISSUE		
MARKS & NOS/CONTAINER NO OF PKGS			DESCRIPTION OF	PACKAGES AND GOODS		GROSS WEIGHT	MEASUREMENT
FOTAL NUMBER OF PKGS TWO PACKAGE	=(5)						
		INTERNAL R	(EFERENCE:		ТОТ		
SHIPPER DECLARED VALUE (\$)		SEE CLAUSE 11(5) ON REVERSE SIDE	LAW AND JURISDICT	ION: Any claim or d	ispute (if any) arising	under this Bill o
				Lading, including third party proceedings or those involving several defendents, shall be governed, except as herein otherwise provided, by th and determined by the Court of the place where the Carrier (as specified has registered office, which is: Received by the Carrier from Shipper in			ovided, by the la
CHARGES, INCLUDING FREI RATE	PREPAID		OLLECT	has registered off	Fice, which is: Rec	eived by the Carrier fro nless noted herein) the	om Shipper in

1. DEFINITIONS

1. DEFINITIONS
Carriage" means the operations and services undertaken or performed by or on behaft of the Carrier in respect of the Goods covered by this Bill of Lading. "Carrier" means Supply Chain Shipping LLC, OTI License to, 1939, 61, and its services and agents. "Perform "means or putual person, coprovation, any other legal entity, or any unincorporated association. "Mechanizm Induses the consignor, shipper, coprote, self-ensity, or any unincorporated association. "Mechanizm Induses the consignor, angend the Goods, or behaft of the Code, or behaft of the Carrier, the submit Nobior or nobuse et this Bill of Lading, and any Person lawfully acting on behaft of any other association or under deck, and indukes any Cortaer not supplied by or on behaft of the Carrier, "Vessel" indukes the vessel instreed on the formalis, wethous carrier vessel, fifter, or behaft of the Gories, wether and the Carrier, being used by or on behaft of the Carrier, in connection with any part of the Carrier, "beside "Carrier in connection with any part of the Carriage, "Sub-Contractor' incluses, entored the Gories in the Carriage, "Sub-Contractor' incluses, used out interface on a behaft of the Carrier, in the Carriage, and any Person rendoved by the Carrier in the performance of the Carriage. The Michord and and the terms backet and indiced asy Contractor fractions and their respective servarias, agents, or sub-contractors, "Package" means each Container the number of such interes is not indicated on the fort page of this Bill of Lading, and not where the number of such interes is allowed and the Carriage. The Hore Contractors, the Carriage of Coods by Sea Ad of the United States of America, Apr. 16, 1936, th 223, 48 Stat. 1027, reported in not behaft of the Michard, and not the terms position and Correation for the United States of America, Apr. 16, 1936, th 223, 48 Stat. 2017, reported in not behaft of the Michard, and and the terms position and Correation for the United States of America, Apr. 16, 1936, th 223, 48 Stat. 2

to the transporting convegance or to other cargo or property or to any Herson. 2. CARRIER'S TARIF The terms of the Carrier's applicable taiff are incorporated into this Bill of Lading as though fully set to thi. The Carrier or tais sparts shall provide copies of said staff upon nequed, or where applicable, from a government body with which the tariff is on file. In case of any inconsistency between this Bill of Lading and the applicable taiff, this Bill cading shall prevail. 3. AGREEMENT TO TERMS AND CONDITIONS The Merchant or tais spart, in Interfaming the Goods to the Carrier for Carriage, accepts this Bill of Lading and agnees to be bound by all of its terms and constitions, both on the front and reverse pages, whether written, typed, starged, or privide, stilly as of signed by the Merchant ray local custom or pinklegs to the contrary notwithstanding, and the Merchant agrees that all agneements or traight engagements for and liability of this Bill of Lading shall apply in any adona against the Carrier under any legal theory whitaseever, whether in cortract, tork bairnert, indemnity, contribution, or otherwise. 4. SUB-CONTRACTING AND INDERNITY (A) The Carrier to this the rink at any time and on any terms whitaseever to sub-contrast the whole or any 4. The Contract the site this of any site ment on any terms whitaseever to sub-contrast the whole or any 4. The Contract the site this of the again thement on the site to advert the whole or any terms whitaseever to sub-contrast the whole or any 4. Sub-CONTRACTING AND INDERNITY

whatsever, whether in contract, (of, bailment, indernotity, contribution, or otherwise. **4.** SUB-CONTRACTING AND INDERNITY (A) The Carrier has the right at any time and on any terms whatsover to sub-contract the whole or any part of the Carrier has the right at any time and on any terms whatsover to sub-contract the whole or any part of the Carrier has the right at any time and out any or legal action shal be made or thought against any Person then than the Carrier or any Vessel that performs or undetakes the Carriage, industing, legithout instance, which ingoes a catengts to ingoes upon any sub-thermator whole instance, which ingoes are any labitity whatsover, whether assing in contract, lord, bailment, or otherwise, in cornection with the Goods or the Carriage. Should the Mechant nevertheless make any such claim or allegation, or thing a legal action, the Mechant undetakes and agrees to defend, indernity, and hold the Carrier to and essel, including, whold intraction, withits and y results the toregoing, every such Person and essel, including, whold intraction, any Gub-Contractor, shal have the benefit of every exemption, defense, and limitation herein benefiting the Carrier, in contract, lord, bailment, indernity, contribution, or charvias, et al. Such pointsions were expressly for every such Person's and vessel's benefit, and in ertening into this contract of Carriage, the Carrier, in the edited to such exemptions, defenses, and in ertening into this contract of Carriage, the Carrier, in the edited to such exemptions, defenses, and in ertening into this contract of Carriage, the Carrier, to the edited to such exemptions, defenses, and in ord on on on on on on bails, that diaso as agent or such exemptions. Pressing and respects benefing, and informationing much insolution of carriage, the carrier, but ine exact to such exemptions, defenses, and initiations, does so much and only on its own behaft, but also as agent or trustee for such Persons and vessels, and such Persons and vessels shall, to that extent, be or bo demend to be parties to this Bill or lading contract.

5. NOTCE OF CLAIM AND TIME-BAR (A) Unless written notice of loss or dranage and the general nature of such loss or dramage is giv writing to the Carrier at the Fort of Discharge or Place of Delivery, whichever is applicable to the Carrier before or at the time of the removal of the Goods into the custody of the Person eritified to delivery the under this BII of Lading, such removal shall be prima table evidence of the delivery the Carrier Goods as described in this BII of Lading. The loss or dramage is not apparent, the notice must be under the BII of the delivery. within three days of the delivery. (B) In any event the Carrier and Sub-Contractors shall be discharged from all liability in respect of loss or

(c) In any senirities came and our-currections share be disclarged infinite leading in respect to liss of damage unless suit is brough in the exclosive forum under clause 27 within one norther after the delivery of the Goods on the date on when the Goods should have been delivered; *powided*, *however*, if such time period shall be found to be contrary to any computarying applicable but hits applies to the segment of the Carriage during which the loss or damage occurred, then the pressibled period under such law shall then out only in that circumstance. WSE PARAMOUNT

5. CAUSE PARAMOUNT (3) This Bill claim ghat have effect askect to COGSA, unless it is adjudged that any other legislation of a nature similar to the Hague Rules, or the Hague/Yiday Rules, or the SDR Potocol computations, the Big Lasting, Where the Hague Rules, Hague-Yiday Rules, or the SDR Potocol (collective), "Hague Rules Legislation") computativity and use Hague Rules, Hague Rules, the such Hague Rules Legislation. Notwithstanding anything lest to the contravy in this Bill claims, and Camiage to or from the United States of America, including its district stemfores, and possessions collective), the US_T, this Bill claims ghat have effect auject to COGSA—the Carrier and Merchant expressly agree, under the section 30 of COGSA, that it shall apply to Camiage between ports of the US_ in list of the Harder Ad, 45 USC Scionos 30701 30707.

contractually and govern the Carriage before the Goods are loaded aboard the Vessel and after they are discharged therefrom, and throughout the entire time that the Goods are in the custody of the Carrier or its

bioincipital interfants, and arroughout the enter rine time the couss are in the coussing in the contractors. Sub-Contractors, and arroughout the enter rine time time couss are in the coussing in the cousse (A), is hereby (C) COGSA or the Hague Rules Legislation, whichever is applicable under clause 6(A), is hereby incorporated in this Bill of Lading, the Carrier shall ad as the Mechanic's agent and shall be under no lability which sover for any loss or damage to the Cooks or any dired, indired, or consequential loss arising out or southing from such ad, operation, or service.

7. CARRIER'S RESPONSULTES (A) The responsibilities of the Carrier for the Goods cover the entire period during which the Carrier is in charge of the Goods, starting from the time the Carrier has taken over the Goods at the Place of Receipt or Port of Loading, as applicable, until the time of delivery thereof at the Port of Discharge or Place of Delivery, as applicable, to the Merchart or to any authority to which the Carrier is required to make

Delivery, as applicable, in the Merchert or to any authority to which the Carrier is required to make delivery by localise or regulation, which even course ander: (B) Subject to clause 7(c), if it can be proven that loss or demage to the Good has occurred during a particular segment of the Carriage. The liability of the Carrier, if any, and its night to first its liability under this Bill of Lading shall be subject to any national law or international convertions that are compulsorily applicable to that segment of the Carriage. (C) Where the faulty scheme (in thestate motor transportation self oth in United States of America laws collectively thrown as the "Carmack Americant", would drawwas party to the Carriage of the Cook or any segment of such Carriage. Its Mericanal to pressly agrees to a <u>water</u> of the Carmack liability scheme. For such motor transportation, the Merchant expressly agrees to <u>automic</u> of the Carmack 1401(b) of all of the Mericana's registers the express under Carmack, excluding the provisions governing registration, instrume, or safely threes.

particularly, this paragraph, statties the express written mean request work in the theorem (14016b) of all the Mechanic rapits and rendess under Carmada, coulding the provisions governing registration, insurance, or sately thress. (D) For any segment of the Carage that may be non-exempt rait transportation under 49 U.S.C. Tile 43, and therefore subject to that part of Carmada, coulding the grounds could be appreciated on the carage that may be non-exempt rait transportation, the Mechanic expression and a 40 U.S.C. Section 10708. For any segment of the Carage that may be exempt rait transportation under 49 U.S.C. Section 10709. For any segment of the Carage that may be exempt rait transportation as part of a contrait or specified raises and Larding is a contrait of exempt and transportation. The Mechanic expression and 40 U.S.C. section 10709. For any segment of the Carage that may be exempt rait transportation, the Mechanic expression and the softward or the state of the Carage that may be exempt rait transportation. The Mechanic expression and the softward the transport of the Carage that the Carage that may be exempt rait transportation. The Mechanic expression of 40 U.S.C. section 10706. For any segment of the Carage that the Carage that the Carage that the Mechanic expression of 184014 (a) and the Mechanic expression of 40 U.S.C. section 10706 and that the BII of Larding is a constant works the file durin the morths of the race and the Mechanic expression of 40 U.S.C. section 10706 and that the EI (b) Advant during clauses 7(c) raits (b). All accurs were to hold that that Carmack new theless splites to any segment of the Carage then the following notice and time to the state the delively of the Coods, or in the case of export traffic, within rine morths after a deliver of the provide shall apply: (i) Any cardy calaber 7(c) raits discharge from any Linkel the morths after a deliver of the Carage the the shall the part of every has elaysed. The failure to the darm with the softemethand that derives that elay

BILL OF LADING CONTRACT TERMS AND CONDITIONS

(i) Any lawsuits for cargo claims subject to Carmack shall be filed against the Carrier no later than two years and one day from the day on which the Carrier has given written notice to the claimant that the Carrier has disallowed the claim or any part or parts of the claim specified in the timely notice of daim. Assuming a timely notice of claim, the failure to file a timely lawsuit within the aforementioned two-daim. Assuming a timely notice of claim, the failure to file a timely lawsuit within the aforementioned two-daim. Assuming a timely notice of claim, the failure to file a timely lawsuit within the aforementioned two-daim. Assuming a timely notice of claim, the failure to file a timely lawsuit within the aforementioned two-ties. The state of the s year-and-one-day period shall result in the claim's being time-barred and the Carrier's discharge from any

liability. The Carrier shall not pay any time barred claims. 8. LIMITATION OF LIABILITY, OPPORTUNITY TO AVOID LIMITATION OF LIABILITY

4. Limit all took or Labelli 11, oper on Limit 10 evoid unit all took or Labelli 14. The Carrier as and the Merchant achinoveleges that it has made an election between those attentive rates, between (1) the Carrier's equal tower rates for Codes with intride value, and (2) ad valuers rates for goods not in three days and (2) ad valuers rates for goods not in three days and (2) ad valuers rates for goods not in the Carrier's and (2) ad valuers rates for goods not in the Carrier's rates the Merchant. Unless the Merchant declares the nature and value of the Caoriage, sets forth the same on the front page of this GBI of Lading, and the Carrier's required lower rates, the consequence of which shall be that the Carrier's liability to the Merchant. shall be limited as follo

shall be limited as tollows: (A) Limitation for Carnage to or from the U.S.: The consequence of the Merchant's knowing and willing election to ship under the Carnier's lower/negular rates is that neither the Carnier nor any Sub-Carthadows, or any vessel that transports the Goods shall in any event be or become liable for any loss or damage to or in connection with the Carnage in an amount executing U.S.S.OV epicakage lawall, then one y of the U.S., or in case of Goods and shipped in packages, per customary freight unit, or the equivalent of that arm in other enrorem.

or any vessel that transports the Goods shall in any event be or become liable for any loss or dranage to or in connection with the Carriage in an amonet accessful U SS300 per package lawful money of the U.S., or in case of Goods and shipped in packages, per customery freight unit, or the equivalent of that sum in other currency. (B) inrafation for Carriage Under Hague Rules Legislation: The consequence of the Mechant's Inoving and wing election to ship under Hague Rules. Legislation: The consequence of the Mechant's Inoving damage to or in connection with the Carriar's lower/applicar rates is that netther the Carrier on any Sub-Contradors, or any vessel that transports the Coods shall in any event be or become liable for any loss or the Hague-Krisky Rules and CBP (Hoto). It is inflation is 66.657 Special Drawing Right's (CDPS) per package or 2 SDPs per klogram, winchever amount is greater. (C) lurnfation for Other Tadase or Mhere Carrasck Angelies Notwithstanding Clauses 7(c) or 7(0): In trads or where nether. COCSA nor the Hague Rules Legislation applies computability, or where COCSA does not apply under the terms of the Bill of Lading, or 1 a our unee to hold that Carrasck applies notwithstanding the waiver in clause 7(c) or the language of clause 7(0), the consequence of the Harchard's knowing and willing deelection to ship under the Carrier is neurequilar rates is that nether the Carrier nor any Sub-Contratocy. To rany wessel that transports the Cocds shall in any event the or become liable for any loss or damage to or in correction with the Carrier's neure distribution to the short of the Carrier's neure distribution the short of the Carrier any at any time and without notice to the Marchant: (B) Use any means of thansport or forage with shorts: (B) Use any means of thansport or forage with shorts: (B) use any means of thansport or forage with shorts: (C) stall with on without pilots, proceed at any speed and by any rode in the Carrier's sub distribution. The Marchant's subjections on the d

Cools, and the Merchant shall pay any additional costs of transportation, delivery, or storage at such place or port. **11. NOTIFICATION AND DELIVERY** (A) Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for the information of the Carrier, and failure to give such notification shall not give rise to any liabitity on the past of the Carrier range failed in any obligation thereandse. (B) The Merchant shall lading of parties to be notified of the arrival of the Goods is solely for the information of the Carrier, and failure to give such notification shall not give rise to any liabitity on the past of the Carrier requires. If the Merchant also do so, we unever in the Carrier's applicable tantification shall not give in the Carrier's applicable tantific to as the Carrier requires. If the Merchant also do so, we unever in the Carrier's applicable tantification shall not give in storage or chevenes, the Carrier may in its sole discription, without any responsibility untatasever attachants to any obligation the data of the Cools at the Merchant's sequence interface of the Cools at the Merchant's sequence interface of the consigning shall constitute delivery to the Merchant's sequence interface of the cools at the Merchant's sequence interface of the consigning shall constitute delivery to the Merchant's sequence interface of the merchant's sequence interface of the consigning shall constitute delivery to the Merchant's sequence interface of the consigning table constitute an improvement when the start is the Carrier's regresories (the carrier's regresories) and the Merchant's sequence interface of the Carrier's regresories (the carrier's regresories) and the carrier's regresories (the carrier's regresories) and the sequence of the Carries's regresories (the carrier's regresories) and the sequence of the Carries's regresories (the carrier's regresories) and the table sequence of the Carries's regresories, and lashibites at mark and the an interacable weight of any clai

ce of origin. The Merchant understands and agrees to the provisions on free storage time and demurage in the risf* anolicable tariff, which is incorporated herein by reference. 12. FREIGHT AND CHARGES

FREIGHT AND CHARGES
 (A) All freight shall be deemed fully, finally, and unconditionally earned on the Carrier's receipt of the Goods and shall be paid and non-returnable in any event.
 (B) All freight and Charges shall be paid without any set-off, counter-claim, deduction, or stay of execution before delivery of the Goods.
 (C) Particular to the Goods.

Payment of trenght and Charges to any Herson when the than the Carmer or its authorazed agent shall no considered payment to the Carrier and shall be made at the Merchand's sole The Merchand shall, where applicable, be jointly and severally label to the Carrier for payment of all defined in the definition, general average, and Charges including, without limitation, ourd costs read, openese, and atomays' fees the Carnier incurs in collecting any sume due, failing which shall be sidered a default by the Merchand in the payment of treight and Charges. SPECIFIC AND GENERAL LIENS (D)

Considered a default by the Necharia in the payment of height and Charges.
13. SPCCPC AND CeNERAL LIERS
13. SPCCPC AND CeNERAL LIERS
14. On the Camer of all have a general and continuing lien on the Goods as well as on any other property of the Mechant coming into the Camer's satual or constructive possession or control for monies owell to the Camer with regard to the stigment on which the line is claimed, a prior dimperity, or required disposition of the Camer with regard to the stigment on which the line is claimed, a prior dimperity, or required disposition of Code, for times, dues, totils, or commissions the Camer has pad or advanced on behalt of the Codes, for any sums, including, which ultimitation, reight, dead freight demunage, detertion, any Charges, and for goods, por any sums, including, which ultimitation, relegit, dead relight demunage, detertion, any charge sums that instal statistical and provide writes and any advanced on behalt of the Codes, for any sums, including, which ultimitation, relegit, dead relight demunage, detertion, and the Camer any books. The datuse to pay any Charges may result in a line on a future shipmert(s), including the cost of storage and appropriate sountly for the subsequent shipmert (s) that drive admonstrative the Camer's intered time the Codes. The failure of the Reschart of the leage or delinery of the Goods.
(b) The Camer any bold under this soction. In any evert, the Camer's intered ta advances at bisin rights and the exercise of such rights.
(c) The camer advances of discreption of line, the Mechart of the Camer's intered to advance of the sound the lead anount due, in favor of Camer, grantenet(s) of the Camer's line in type and the values of the lead anount due, in favor of Camer, grantenet(s) of the Camer's line in type and the value of the lead anound due, in favor of Camer, grantenet(s) of the Camer's line in type and the value of the declar on other due advances of the camer's line in type and the lead anound due, in favo

any other property of the Merchant, in bulk or in packages, at any time or place and on any terms that are commercially reasonable, after which the Carrier shall refund to the Merchant any net proceeds remaining

RIPTION OF GOODS AND NOTIFICATION

DESCRIPTION OF GOODS AND NOTIFICATION
 (A) The Merchan't description of the Goods stuffed in a sealed Container by the Merchant or on its behalf and not be brinding on the Conter, and the description declared by the Merchant on the front page of this BII of Lading is solely for the Merchan't sources. The Merchant understands that the Carrier has and verified the contents, weight, or measurement of a sealed Container or Package, or the value, quantity, quality, description, condition, marks, or nurchers of the contents thereof. The Camer is under negroscibility weldssever in regreed of such description of patriculars.
 (B) The Carrier shall not in any croundrances whatsoever be under any liability for insufficient packing or inscurates, oblighteration or absence of marks, undress addresses or description, nor nortical velocities and and any outermarks or the Takeur Board Delay stage of the Contegrity and any outermarks or the Takeur Board Delay stage of the Contegrity o

13. DANGERÓUSCOODS (0) A He tim ex dispinent of Dangerous Goods, the Merchant shall, in compliance with the regulations givering the transportation of such goods, have the same properly packed, didn'dly marted, and labeled, and ndrythe Camerin writing of their proper description, nature, and the necessary precedutors. (2) Goods that are Dangerous Goods or as otherwise of an inflammable, epidexies or dangerous nature to the shipment where if the Camer, master or agent of the Camer, have not conserted with Incordedge of their nature and character, may at any time before discharge be landed at any place and bestroyed or

ndered innocuous by the Carrier without compensation, and the Merchant of such goods shall be liable

Tendee on mousous by the carter Wintow compensation, and one interfaint of sour guous scale use name for all damages and expenses disculy or indirectly ansing out of such fighment. (C) The Merchant shall indemnify and hold the Carter harmless from and against any loss, damage faibility, and expense, inducing, without limitation, aftomeys fees that the Carter has incurred, arising out of or in any way connected with or caused by, in whole or in part, omission of full disclosure required by applicable treaties, conventions, laws, codes, or regulations

In the Persival and Section 1 and Section

17. DECK CARGO, ANIMALS AND PLANTS Goods, other than Goods stuffed in Containers, that are stated on the front page of this Bill of Lading as contracted to dxwel of moded" and are so carried, and all live animals, including, without limitation, fish and birds, or plants shipped hereunder, shall be carried solely at the risk of the Marchant, and the Carrier and birds, or plants shoped hereunder, shall be carried solely at the risk of the Mechanit, and the Carrier shall not be laid of any loss of damage of whatsaves mature asing during the Carriage, which ere not arising out of negligence on the part of the Carrier. The Merchant shall indermity and hold the Carrier harmless from and against any set access the Carrier has incurred for any reason, whatsoever in connection with the Carriage of such the animals or plants. **18. INSPECTION OF GOODS** The Carrier or any Sub-Contrador shall be entitled, but shall be under no obligation, to open any Container or Package at any time and to inpact the Goods. **18. REPCHANT-STUFFED CONTAINERS**

Container of Package at any time and to inspect the Looos. 10. MERCIAINTSUFFE CONTAINERS (A) If a Container has not been stuffed by or on behalf of the Carrier, the Carrier shall not be liable for the loss of or damage to the Goods, and the Merchant shall indimently and hold the Carrier harmless from and against any loss, damage, lability, and expense, including, without limitation, attorneys' tees that the Carrier has incurred I such loss, damage, liability, or expense arises out of or is in any way connected with or is caused by, is whole or in part. (1) The manner in which the Container was stuffed, lifed, packed, or claded, incuding, without limitation, do to the industrion (wator packing metains), or (2) The unsutability of the Goods for Carriage in the Container, or (3) The unsuitability or defective condition of the Container, provided that, if the Container was been apparent upon inspection by the Merchart at or prior to the time when the Container was bailed, filled, packed, or loaded. (B) The Merchart shall inspect Containers before stuffing them and the use of a Container shall be prima face widnese of its bring suddles and without died. **12. CARRIAGE AFFECTED BY THE CONDITION OF THE GOODS**

To be evidence of its being suitable and without deted. 20. CARRLOGE APPECTED BY THE CONDITION OF THE GOODS If a opears at any time that the Cootod cannot safely or property by carried or carried further, either at all or without incurring any additional expense or tailing any messure(b) in relation to the Goods or the Cortainer, the Carrier may without notice to the Verchart, but as its agent only, tails any messure(b) criteria any additional expense to carris the Carriage, or set of adjoined of the Goods, or abandon the Carriage or sitone Coods a shore or aftort, under cover or in the open, at any place that the Cortainer, the Carriage or sitone Coods a shore or aftort, under cover or in the open, at any place that the cortainer, the Carriage or sitone Coods a shore or aftort, under cover or in the open, at any place that the cortainer, the Carriage or sitone Coods a shore or aftort, under cover or in the open, at any place that the cortainer, the Carriage or sitone Coods a shore or aftort, under cover or in the open, at any place that the cortainer of the fulfilment of all obligations undertained by the Merchart shall indemnify the Carrier againt any additional expenses to that as on incurred. 21. MERCHANTS RESPONSIBILITES (b) The Merchart warrats to that any particulars relating to the Coods and the Cardiage. The Merchant turker warrats that any perioduse relating to the Coods and the clarking. The Merchant turker warrats that any aperioduse relating to the Coods and the clarking. The Merchant turker warrats that any any particulars plate to the carrier that the particulars that the Coods are shall obligations undertained that the Coods are lawful goods and are not contraband. (c) The Merchant shall indemnify and high the Carrier than and against any loss, damage, liability, and expense, including, without intriduor, atomaged to find with the Carrier term is incurred, ariang out carrangenth (b) (b) The Merchant and the misting the courtes that the Courte for which the Carrier terrors is

all graph (p) to this detect in the initial management of the second sec all clai

22. DELAY, CONSEQUENTIAL LOSS, ETC. (A) The Carrier does not undertake that the Goods will be transported from the Pace of Receipt or Port of Losding, as applicable, or will are use the Part of Discharge or Place of Delivery, as applicable, or will be transshipped on board any patitolar reseal or other conveyance at any patitolar relate or time or to meet any patitolar related for time to the schedule of advertised department of a single schedule of the schedule of advertised department of times and may be advenced or delayed and the Carrier shall in no circumstances whatsevere the lable for diret, informer, or consequential loss or dhange caused by delay. (B) Save as otherwise provided herein, the Carrier shall in no circumstances be lable for diret, or consequential loss or dhange acting to many diret cause. 23. GENERAL AMERAGE AND SALVAGE 24. Organged and the Carrier data in the diret di

23. CENTERAL AVERAGE AND SALVAGE Any general average on a vessel operated by the Carrier shall be adjusted, stated, and settled according to the York-Antwerp. Puters 1934, in a place and in a currency af the option of the Carrier. Any general average on a vessel operated by the Carrier, whether a segang or nitron waterways vessel, shall be adjusted, stated, and settled according to the requirements of the operator of that vessel. In other case, the Merchard Hall give such cash depend or dher security as the Carrier may deem sufficient to cover the estimated general average contribution of the Coxods before delivery of the Carrier requires, whether or not her Merchard Handrica of the Carrier's fer all the time of delivery. The Carrier relates under any obligation to take any steps what severe to collect security for general average contributions due to the Merchand Handrica.

24. NEW JASON CLAUSE

24. Tei% ASOM CLAUSE In the event do-solerint, danage, damage, or disader before or effer the commencement of the vayage resulting from any cause whateoever, whether due to negligence or not, for which or for the consequences of which, the Carrier is not responsible by statute contract or otherwise, the Goods and the Merchant, jointly and severally shall contribute with the Carrier in general average to the payment of any scattices, posed arbitrage numeral average nature that may be made or nourced and shall pay salvage and special charges numed in respect to the Cools. It is a suirup vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving vessel or vessels belonged to strangers. Such deposit as the Carrier or is agents may deven sufficient to cover the settinded contribution of the Coods and any salvage and special charges thereon shall, if required, be made by the Goods and the Merchant, jointly and averally to the Carrier to develver. before delivery.

and severally, to the Carrier before d 25. BOTH-TO-BLAME COLLISION

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cs. screau(on Or the CONTRACT PARTLA INVALIDITY No employee, screau(aget), or bio-Contractor of the Carrier has the power to waive or vary any of the contract terms and conditions of this Bill of Lading ruless the Carrier, in writing, has specifically authorized such a varier or variation. If any provision of this Bill of Lading shall for any reason be held to be invalid or unerforceable by any court, or regulatory body, then the remainder of this Bill of Lading shall has a such a varier or varies of the Bill of Lading shall for any reason be held to be invalid or unerforceable by any court, or regulatory body, then the remainder of this Bill of Lading shall has a such as the second screen second screen screen second screen second screen second screen screen second screen second screen second screen screen second screen screen screen screen screen screen screen second screen screen second screen second screen second screen screen second screen screen screen screen second screen screen second screen screen screen screen screen screen second screen screen

or unerforceable by any court or regulatory body, then the remainder of this Bill of Lading shall be unaffected thereby, and remain intuli flores and effect. 27. MMDATORY LAW, VENUE, AND JURISDICTION (A) MMDATORY CHOICE OF LAW). The Micharat agrees that all claims or disputes arising out of or in any way connected to this BI of Lading or the Carriage shall be determined under the federal law of the United Bates of America, without regard to its conflict of laws rules, or in the descence of such federal law. (B) MADATORY VENUE. The exclusive and mandatory venue for any of the dorementioned claims or disputes shall be the United State of the United Bates of the United Bates of America, without regard to its conflict of the state shall be under the last of the United Bates of th

other counts. (C) MANDATORY CONSENT AND WAIVER. The parties agree to irrevocably submit to the personal jurisdiction of such counts, and thereby waive any jurisdictional, venue, or inconvenient forum objections to . such courts