National Customs Brokers & Forwarders Association of America, Inc., 8601 Georgia Avenue,Suite 612, Silver Spring, MD. 20910

Combined Transport Bill of Lading. Notwithstanding the heading "Combined Transport Bill of Lading, the provisions set out and referred to in this document shal also apply if the transport as described on the face of the Bill of Lading is performed by one mode of transport only. These provisions consultute a contract between Merchant and Carrier and may be used by Carrier only with the consent of the National Customs Brokers and Forwarders Association of Amento, Inc.

(1) CLAUSE PARAMOUNT: All Cartiage under this Bill of Lading to or from the United States shall have effect subject to the provision the Carriage of Goodb by Sea Act of the United States, 46 U.S.C. sections 1300-1315 (hereafter, "COGS All Cartiage to and from other States shall be governed by the law of any state making the Hague Rules Hague-Visby Rules computionly applicable to this Bill of Lading or if there be no such thus, in accordance with the Hague Rules. The provisions of applicable law as set forth above shall apply to Carriage of good inland waterways and reference to Carriage by sea in such Rules or legislation shall be deemed to inclu-reference to inland waterways. Except as may be otherwise specifically provided hereir, said law shall govern before the goods are loaded on and after thus are discharged from the vessel whether the goods carried on deck or not deck and throughout the entire time the goods are loaded. Carrier or Carrier's agents.

(2) DEFINITIONS

- 2.1
- (2) DEFINITIONS: "Ship" means the vessel named in this Bill of Lading, or any conveyance owned, chartered, towed or operated by Carrier or used by Carrier for the performance of this contract. "Carrier" means FUTURE FORWARDING COMPANY on whose behalf this Bill of Lading has been encoded. 2.2
- 23 "Merchant" includes the Shipper, the Receiver, the Consignor, the Consignee, the Holder of this Bill of
- "Merchant" includes the Shipper, the Receiver, the Consigner, the Consigner, the Holder of this Bill of Lading and any preson having a present or future interest in the Goods or any person acting on behalf of any of the above-mentioned persons, including but not limited to agents, servants, independent contractors, non-vessel-operating common carriers and freight forwarders. " Package" is the largest individual unit of partially or completely covered or contained cargo made up by or for the Shipper which is delivered and entrusted to Carrier, including palletized units and each container stuffer and sealed by the Shipper or on its behalf, although the Shipper may have furnished a description of the contents of such sealed container on this bill of lading. " 'Container' includes any container, trailer, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate goods. 2.4
- 2.5
- 2.6
- of transport used to consolidate goods. "Carrier's container or carrier's equipment includes containers or equipment owned, leased or used by Carrier in the transportation of Merchant's goods. "Coods" mean the cargo described on the face of thits Bill of Lading and, if the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchant, include the container(s) as well. "Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier with respect to the Goods covered under this Bill of Lading. "Place of Delivery" means the place where the Carrier has contracted to deliver the Goods when such place is other than the Port of Discharge. 2.7
- 2.8
- 29
- 2.10 "Place of Recipif' mans any place where the Carrier has contracted to receive the Goods, when such place is other than the Port of Loading.
 2.11 "Port of Loading" means a port or place where the Goods are loaded onto the Vessel for Carriage.

The scatter of such services, agains, adjustices, adjustices, of other persons with strain be detined to be parties to this contract. (A) CONTEDETERANSPORT: Control is a without the transport in any reasonable manner and by any reasonable means, which adjust the foreign of the transport of the the deviation of the transport o

- 51 Carrier shall use reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery.
- designated for delivery. If at any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any hindrance, risk, dealy, nijuy, difficulty or disadvantage of any kind-ingracticable, unlawful, or against the interest of Carrier to complete the performance of the contract. Carrier is or will unlawful, or against the interest of Carrier to complete the performance of the contract. Carrier is not unlawful, or against the interest of Carrier to complete the performance of the contract. Carrier shall deam sale and convenient, or (b) deliver the poods at the Place of Delivery. Carrier shall deam sale and convenient, or (b) deliver the yoods at the Place of Delivery portation and additional compensation for extra costs and expenses resulting from the circumstances rel a bave. 5.2

- ee to above. If, after storage, discharge, or any actions according to sub-part 5.2 above Carrier makes arrangements to store and/or forward the goods, It is agreed that he shall do so only as agent I at the sole risk and expense of Merchant without any liability whatsoever in respect of such age 54
- at the bole first and explosited or interlicting windout any manipulation windout even in respect of such agency. Carrier, in addition to all other libraties provided for in this Article, shall have liberty to comply with orders, directions, regulations or suggestions as to navigad on or the Carriage or handling of the goods or the shiph however given, by any gastual or purported governments or public authority, or by any committee or person having, under the terms of any insurance on the Ship, the right to give such order direction, regulation, or suggestion. If by reason of and/or in compliance with any such order, direction. regulation, or suggestions, anything is done or is not done the same shall be deemed to be included within the contract of Carriage and shall not be a deviation. (6)

BASIC LIABILITY

- Carrier shall be liable for loss of or damage to the goods occurring between the time when it takes goods into its custody and the time of delivery but shall not be liable for any consequential or special damages arising from such loss or damage. In no event shall carrier be responsible for loss or damage to the Goods occurring before Carrier's receipt of goods or after the delivery of the goods to 6.1 Merchant or its designee
- Merchant or its designee. 6.2 If it is established that the loss of or damage to the goods occurred during sea Carriage or during Carriage by land in the United States, liability shall be governed by the legal rules applicable as provided in Section 1 of this Bill of Lading. If the loss or damage occurred outside of the Units States not during sea Carriage and it can be proved where the loss or damage occurred, the liability Carrier in respect of such loss or damage shall be determined by the provisions contained in any international convention or rational law, which provisions: cannot be departed from by physica contrast to the detriment of Merchard, and carrier to the departed from by physica contrast to the detriment of Merchard, and particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued in order to make such international convention or national law, applicable.

cannot be determined when the loss of or damage to the goods occurred, liability shall be governed provided in Section 6.2 above.

- 6.5
- Carrier does not undertake that the goods shall be delivered at any particular time or for any particular narket and shall not be liable for any direct or indirect losses caused by any delay.
- 6.6 (a)

- (d) (e)
- (f) (g)
- Carrier shall not be liable for any loss or damage ansing from: a market and shall not be liable for any loss or damage ansing from: a nat or omission of Merchant or person other than Carrier acting on behalf of Merchant from whom Carrier took the goods in charge, compliance with the instructions of any person authorized to give them, handling, loading, stowage or unioading of the goods by or on behalf of Merchant, inherent vice of the goods or concealed damage to or shortage of goods, which by their nature are liable to wastage or damage when not packed or when not properly packed, fire, unless caused by actual fault or privity of Carrier, asso or event which Carrier could not avoid and the consequences of which he could not prevent by the iso diligence. exe 6.7
- se of due diligence. When Carrier pays claims to Merchant, Carrier shall automatically be subrogated to all rights of Merchant against all others, including Inland Carriers, on account of the losses or damages for which such claims are paid. The defenses and limits of lability provided for in this Bill of Lading shall apply in any action or claim against Carrier relating to the goods, or the receipt, transportation, storage or delivery thereof, wheth the action be founded in contract, tort or otherwise. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption or limitation of liability authorized by any applicable laws, statutes or regulations of any country. 69
- ountry
- country. 6.10 Merchant has duty to defend and indemnify Carrier against any and all claims by a third party or assignee of Merchant which imposes or attempts to impose upon Carrier any liability in connection the Goods other than or in excess from that as provided herein, whether or not arising from neglig of Carrier, its Subcontractors, servants or agents.

COMPENSATION FOR LOSS AND DAMAGE: (7)

- (7) COMPENSATION FOR LOSS AND DAMAGE:
 7.1 Unless Merchant declares a higher value as provided at Clause 7.6, Carrier's liability is limited as follows: (a) for loss or diamage occurring during any portion of the Carriage governed by COGSA by force of law, Carrier's liability is limited to a maximum of \$500 per package of the portions of Goods during during any portion where COGSA is otherwise incomported herein but is not applicable by force of law, to include periods of domains and therein but is not applicable by force of law, to include periods of domains and therein but is not applicable by force of law, to include periods of domains with the sesser of \$500 per Package or \$0.50 per pound of the portion of Goods adversely affected; (c) for error or omissions arising from mon-carrier service ancillary to the Carriage. Carrier's lability is limited to a maximum of the tearender, Carrier's liability is limited to the lowest amount period herauctual liability hereunder. Carrier's liability is limited to the lowest amount period manuely accurate liability is limited to the lowest amount period manuely advectual liability is limited to the lowest amount period manuely godds or repaining damaged goods.
 7.2 In any case where Carrier's liability to compensation may exceed the amounts est of this no section 7.1 above, compensation shall be calculated by reference to the value of the godds, according to their

- current market price, at the time and place they are delivered, or should have been delivered, in accordance with this contract.
- 7.3
- accordance with this contract. If the value of the goods is less than US \$500 per package or per customary freight unit, their value for compensation purposes shall be deemed to be the invoice value, plus freight and insurance, if paid. Carrier shall not be liable to any extent for any loss of or damage to or in connection with precious metals, stones, or chemicals, jewely, currency, regolable instruments, securities, witings, documents, works of art, curios, heriforms, or any other valuable goods, including goods having particular value only for Merchan, unless the true nature and value of the goods have been declared in writing by Merchant before receipt of the goods by the Carrier or inland Carrier, the same is inserted on the face of this Biol of Lading and additional freight has been paid as required. Carrier will not arrange for insurance on the goods except upon express instructions from the Consignor and then only at Consignor's express and presentation of a declaration of value for insurance purposes prior to shipment.

Consignor and then only at Consignor's expense and presentation of a declaration of value for insurance purposes piro to shipment.
 7.6 Merchant may avoid the liability limitations hereunder, or any other liability limitation imposed by applicable law, by unequivocally declaring the value of the Goods for liability purposes to Carrier in writing prior to Carriege and paying Carrier an ad valorem freight rate. Such Declared Value will only be binding upon Carrier if agreed to in writing by an authorized representative of Carrier and upon payment of the adu valorem freight rate. Carrier's knowledge of the value of Goods and/or Merchan's declarations of the value of the Goods to Carrier in regular course or for any other purposes, such as for Customs purposes, does not constitute a Declared Value of the Goods to Carrier for liability purposes.
 (8) DECRIPTION OF GOODS AND INFORMATION FOR U.S. CUSTOMS:
 8.1. Carrier is responsible for transmitting information to U.S. Customs and Border Protection prior to lading functionally external packaging unit, the shipper's compilete name and address, the consignee's or the owner's or owner's representative's complete name and address, hazardous materials codes, and/or charling a target days of the goods. Including, without limitation, precise commoidly descriptions, numbers and container seal numbers. For this, and other purposes, clarer relies on information provide U Merchant in a timely fashion. Merchant shall indeper and consignee and hazardous materials codes. Interliab by Merchant in a correct and Merchant shall indeper and consignee and hazardous materials codes and the by Merchant in a correct and Merchant shall indeper and consignee and hazardous materiab codes consigned by Merchant in a all claims.
 9.2 Marchant be the advective consignee or the name correct and Merchant shall indeper and consignee and hazardous materiab.
 9.3 Marchant be the advective and a clarater and here wavera or there w

8.2 Merchant has the exclusive obligation to ensure, and hereby warrants, that the Goods and the Merchants, as defined above, are compliant with all relevant law and authorities, and are legally eligible for Carriage in all respects under all relevant governing taws and regulations. Merchart must further inform Carrier of any applicable licensing, reporting, or other regulatory increment under all relevant laws and regulations. Merchart must have an any environment of the Goods.

(9) CARRIER'S CONTAINERS:

If goods are not received by Carrier already in containers, Carrier may pack them in any type container. Merchant shall be liable to Carrier for damage to Carrier's containers or equipment if such damage occu while such equipment is in control of Merchant or ha gents. Merchant Indemnifies Carrier for any dama injury to persons or property caused by Carrier's containers or equipment during handling by or when in possession or control of Merchant.

CONTAINER PACKED BY MERCHANT: (10)

If Carrier receives the goods already packed into containers: This Bill of Lading is prima facie evidence of the receipt of the particular number of containers set forth that number only. Carrier accepts no responsibility with respect to the order and condition of the conter

- 10.1. Merchant warrants that the stowage and seals of the containers are safe and proper and suitable for handling and Carriage and indemnifies Carrier for any injury, loss or damage caused by breach of this
- 10.2. Delivery shall be deemed as full and complete performance when the containers are delivered by Carrier with the seals intact; and
- 10.3. Carrier has the right but not the obligation to open and inspect the containers at any time without notice to Merchant, and expenses resulting from such inspections shall be borne by Merchant; and 10008 to MRCRAIN, and expenses resuming non-source respective shall be owned by motivating, and 10008 to MRCRAIN, and expenses resuming non-source respective shall be prime face evidence of their being sound and suitable for use. 1(1) DANGEROUS GOODS:
- DANGEROUS GOODS:
 I.1.1 Merchant may not tender goods of a dangerous nature without written application to Carrier and Carrier's acceptance of the same. In the application, Merchant must identify the nature of the goods with reasonable specificity as well as the names and addresses of the shippers and consignees.
 I.2.2 Merchant shall distinctly and permanently mark the nature of the goods on the outside of the appropriat authorities al necessary documents required by law and shall submit to Carrier or to the appropriat authorities al necessary documents required by law or by Carrier for the transportation of such goods
- 11.3 If the goods subsequently, in the judgment of Carrier, become a danget on our de desponsibilities of second and the goods subsequently, in the judgment of Carrier, become a danget or Carrier, the Ship, or cargo, Carrier may dispose of the goods without compensation to Merchant and Merchant shall indemnify Carrier for any loss or expenses arising from such action.

Indemmy Carrier for any loss or expenses arising rom such action. (12) DECK CARGO: Carrier has the right to carry the goods in any container under deck or on deck. Carrier is not required to note for a deck stowage" on the face of this Bill of Lading and goods so carried shall constitute under deck stowage for all purposes including General Average. Except as otherwise provided by any law applicable to this contract. If this Bill of Lading states that the carrojs is stowed on deck, then Carrier shall not be liable for any non-delivery, misdelivery, oblay or loss to goods carried on deck, whether or not caused by Carrier's negligence on the ship's unseavoithness.

regigence or the ship's unseaworthiness. (13) SOLAS WEIGHT CERTIFICATION: Merchant acknowledges that its required to provide verified weights obtained on calibrated, certified equipment of all cargo that is to be tendered to steamship lines. Shipper agrees that Carrier is entitled to rely on the accuracy of such weights and to counter-sign or endorse it as Carrier's own certified weight to the steamship line carrying the cargo. The Merchant agrees that it shall indemnify and hold the Carrier harmless from any and all claims, losses, penalties or other costs resulting from any incorrect or questionable weiffication of the weight provide by Merchant or its agent or contractor on which the Carrier relies. (14) HEAVY LIFT:

- (14) HEAVY LIFT:
 14.1 Single packages with a weight exceeding 2.240 pounds gross not presented to Carrier in enclosed containers must be declared in writing by Merchant before receipt of the packages to grarier. The weight of such packages must be clearly and durably marked on the outside of the package in letters and figures not less than two inches high.
 14.2 If Marchant fails to comply with the above provisions. Carrier shall not be liable for any loss of or damage to the goods, persons or property resulting from such failure and Merchant shall be liable for any loss of or damage to be goods presens or property resulting from such failure and Merchant shall be multiple and Sufferd or incurred by Carrier as a result of such failure.
 14.3 Merchant agrees to comply with all laws or regulations concerning overweight containers and Merchant shall indemity Carrier against any loss of regulations to comply with such laws or regulations.
 (15) DELIVERY:
- - (15) DELIVERY

(15) DELIVERY: Carrier shall have the right to deliver the goods at any line at any place designated by Carrier within the commercial or geographic limits of the Pot of Discharge or Place of Delivery shown in this Bill of Lading. Carrier's responsibility shall cases when delivery has been made to Merchant, any person authorized by Merchant to receive the goods, or in any mamer or to any other person in accordance with the custom a usage of the Port of Discharge or Place Of Delivery. If goods should remain in Carrier's custody after discharge from the ship and possession is not taken by Merchant, after notice, within the time allowed in Carrier's optional teartifi, the goods may be considered to have been delivered to Merchant or abandone Carrier's option, and may be disposed of or stored at Merchant's expense.

(16) NOTICE OF CLAIM:

(16) NOTICE OF CLAIM: Witten notice of claims for loss of or damage to goods occurring or presumed to have occurred while in the custody of Carrier must be given to Carrier at the Port of Discharge before or at the time of removal of the goods by one emitted to delivery. If such notice is not provided, removal shall be prima facie evidence of delivery by Carrier. If such loss or damage is not apparent, Carrier must be given written notice within 3 day of the delivery. (17) FREIGHT AND CHARGES:

17.1

- (17) FREIGHT AND CHARGES: Freight may be calculated on the basis of the particulars of the goods furnished by Merchant, who shall be deemed to have guaranteed to Carrier the accuracy of the contents, weight, measure, or value as furnished by him at the time of receipt of the goods by the Carrier or Inland Carrier, but Carrier for the purpose of ascertaining the actual particulars may at any time and at the risk and expense of Merchant open the container or package and examine contents, weight, measure, and value of the goods. In case of incorrect declaration of the contents, weight, measure and or value of the goods. Merchant shall be table for and bound to pay to Carrier (a) the balance of freight between the freight charged in the order of the content of the source of the source of the goods, merchant shall be table for order (and bound to pay to Carrier (a) the balance of freight charged, sincence deguate the correct freight. Ourclations as to fear, rates of duty, freight charges, an additional sum other charges given by Carrier to Merchant are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon Carrier unless Carrier in writing specifically undertakes the handing of transportation of the shipment at a specific rate and that rate is file din Carrier's tariff.
- writing specifically undertakes the handling of transportation of the shipment at a specific rate and that rate is file in Carreir's staff.
 17.2 Freight shall be deemed earned on receipt of goods by Carrier, the goods lost or not lost, whether the freight is intended to be prepaid or collected at destination. Payment shall be in litil and in cash without any offset, counterclaim, or deduction, in the currency named in this Bill of Lading, or another currency at Carrier's option. Interest at 1% per month shall be not had werk regist hand charges are due. Payment of freight charges to a freight flowarder, broker or anyone other than directly to Carrier shall not be deemed payment to the Carrier. Mechanishalm and manges hereunder notwithstanding any extension of credit to the freight flowarder, broker or anyone other than directly to Carrier shall be paid on diamaged or unsound goods.
 17.3 Merchant shall be liable for all dues, fines, fause, fause, fause, including consular fees, helved on the goods. Merchant shall remain they part is the goods. Merchant shall be liable for all dues, for all dues in the goods. If we are restured export or import by any government. Merchant shall be liable to all demurage, delenition or other charges imposed on the goods and their parties.
 17.4 The Shipper, consignee, holder hereof, and owner of the goods, and their phritingales, shall be jointly in any referral for collection on action for mones due to Carrier, toor nece by Carrier, put the expenses of collection and litigation, including reasonable attorney' fees. This provision shall apply regardless of whether the front of this bil of lading has been marked "prepaid" or "freight prepaid" so long

- 1g t and charges remain unpaid.
- as freight and charges remain unpaid. 17.5 The Shiper, consigne, builder hereof, and owner of the goods, and their principals, shall jointly and severally indemnify Carrier for all claims, fines, penalities, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach of any of the provisions of this Bill of Lading or of any statutory or regulatory requirements. (18) LEN: Carrier shall have a lien on any and all property (and documents relating thereto) of Merchant in its actual or Carrier shall have a lien on any and all property (and documents relating thereto) of Merchant in its actual or the status of the status

(18) LEN: Carrier shall have a lien on any and all property (and documents relating thereto) of Merchant in its actual or constructive possession, custody or control or en oute, which lien shall survive delivery. For all claims for charges, expenses or advances incurred by Carrier in connection with this shipment, or any previous shipment, of Merchant, or both, which lien shall survive delivery, and it such claim remains unsatisfied for 30 days after demand for its payment is made. Carrier may sell at public auction or private sale, upon 10 days concessary to salishy such lien and the costs of froveroys and apply the net proceeds of such sale to the be payment of the amount due Carrier. Any surplus from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale. For the avoidance of doubt, the lien on the Goods survives delivery of the Goods.

(19) TIME BAR: TIME BAR: (1) year after delivery of the goods or the date when the goods should have been delivered. Suit is deemed brought against Carrier until jurisdiction shall have been obtained over Carrier by service summors. The time bar for overcharge claims shall be 90 days (3 months). summ

(20) JURISDICTION: The courts of Clayton County, Georgia shall have exclusive jurisdiction over any dispute arising from the

Carriage evidenced by this Bill of Lading. Merchant and Carrier each hereby agree to the personal jurisdiction of the forum having jurisdiction over their disputes under this clause. Except as otherwise provided in this Bill of Lading, the laws of the State of Georgia shall apply. (21) GENERAL AVERAGE:

- C--, OctoBAR AVERAGE: General Average shall be adjusted at New York, or any other port at Carrier's option, according to the York-Antwerp Rules of 1994. The General Average statement shall be prepared by adjusters appointed by Carrier.
- appointed by Carrier.
 21.2 In the even of accident, damage, danger or disaster after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for the consequence of which Carrier and it Sub-Contractors, servinas and agents are not responsible by statute, contract or therwise. Merchant shall contribute in General Average to the payment of any sacrifice, loss or expense of a General Average to the payment of any sacrifice, loss or expense of a General Average to the payment of any sacrifice, loss or expense of a General Average to the sacrier and the safet average or vessels before do the saving or sesand to the payment of the saving even of vessels before to startings. Carrier to fit the saving even of vessels before do to startings. Carrier to fit the saving even of vessels before do to startings. Carrier to fit the saving even of vessels before do to startings. Carrier to fit the saving even of vessels before do to startings.
- tuilly as in the saming vesser or vessers beionger to strangers. 21.3 Merchant has a duty to defend, indemnify and hold harmless Carrier, its Sub-Contractors, servants or agents in respect of any claim (and any expense arising therefrom) of a General Average which may be made against Carrier and/or any of its Sub-Contractors, servants or agents. Merchant agrees to pay any and all sums or securities assessed by the General Average adjuster for payments on account. 214
- any and a sume of seculates assessed by the Centeral Average adjuster of hyprimetric of account. Neither Carrier nor 18 Sub-Contractors, servina to a genes are under any obligations to take any steps whatsoever to post security for General Average or to collect security for General Average contributions due from the Merchant. Notwithstanding the foregoing. Carrier is authorized at its discretion to act on behalf of the Goods in any salvage proceeding at the sole expense of Merchant, unless Merchant arranges for separate representation.

or other labor conflicts.

lockout

(24)

unless Merchant arranges for separate representation. (22) BOTHTO-BLANE COLLISION CLAUSE: If the ship comes into collision with another vessel as a result of negligence of the other vessel and any negligence of tault on the part of Carrier or its servants or Subcontractors, Merchant shall indemnify Co-against all loss or liability to the other or non-carrying vessel or her owners, instofar as such loss or liability represents loss of, or damage to, or any claim whatsoever of Merchant paid or payable by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel of the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to Merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to merchant and sel-off, recouped or recovered by the other or non-carrying vessel or her owners to be there or non-carrying vessel or her owners to mercovere or her owners to mercove carrying vessel or her owners to Merchant and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault with respect to a collision or contact. (23) FORCE MAJEURE: Carrier shall not be liable for losses, damages, delays, wrongful or missed deliveries or nonperformance, in whole or in part, of its responsibilities under the Bill of Lading, resulting from circumstances beyond the control of either Carrier or its sub-contractors, services and services or other severe (1) acts of God, including Indod, earthquake, Iomado, storm, TaurCane, power failure, epidemic or other severe elevision to either the sub-contractors, services (1) acts of God, including but not limited to: (1) acts of God, including Indod, earthquake, Iomado, storm, TaurCane, power failure, epidemic or other severe interent vice of the goods; (vii) acts, breaches of contract or omissions by Shiper, Consignee or anyone eleve who may have an interest in the shipment, (vii) acts by any government or any agency or subdivision thereof, including denial or cancellation of any import/export or other necessary license; or (ix) strikes, lockouts or other labor conflicts.

(24) CARRIERS' TARIFS: The goods carried under this Bill of Lading are also subject to all the terms and conditions of tariff(s) published pursuant to the regulations of the United States Federal Martime Commission (FMC⁻) or any other regulatory agency which governs a particular portion of the Carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading. Copies of Carriers' tariffs may be obtained from Carrier or its agents or from Carriers' website, the address of which is set of thon the FMC's website at <u>ware time carrier</u> in the case of inconsistency between this Bill of Lading and any applicable Tariff, this Bill of a explorable trates and charges for services provided in its rate tariff. (25) PERISHABLE CARCO:

(25) PERISHABLE CARGO: 25.1 focos do 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 reflegrated, betadd, elevicately vertilated or otherwise special yeal upded container or are to receive special attention in any way. Carrier shall not be liable for any loss of or damage to goods in a special hold or container arising from latent defects, breakdow, or stoppage of the refigeration, verillation or heating machinery, insulation, ship's plant, or other such apparatus of the vessel or container, provided that Carrier shall before or at the beginning of the transport exercise due diligence to maintain the special hold or container in an efficient state.

hold or container in an efficient state.
25.2 Merchant undertakes not to tender for transportation any goods that require refrigeration without given written notice of their nature and the required temperature setting of the thermostatic controls before receipt of the goods by Carrier. In case of refrigerated containers packed by or on behalf of Merchant, Merchant warrants that the goods have been properly stowed in the container and that the thermostatic controls have been adequately set before receipt of the goods by Carrier.
25.3 Merchant satention is drawn to the fact that refrigerated containers are not designed to freeze down cargo which has not been presented for stuffing at or below its designated carrying temperature. Carrier shall not be responsible for the consequences of cargo tendered at a higher temperature than that required for the transportation.
25.4 If the above requirements are not compiled with. Carrier shall not be liable for any loss of or damano free and the consequences of cargo tendered at a higher temperature.

25.4 If the above requirements are not complied with, Carrier shall not be liable for any loss of or damage to the goods whatsoever the goods whatsoever. (26) SEVERABILITY: The terms of this Bill of Lading shall be severable, and, if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.

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(27) VARIATION OF THE CONTRACT: This contract supersedes all prior agreement between the parties with respect to its subject matter to servard or agreen of Carrier shall have power to waive or vary any of the terms hereof unless su variation is in writing and is specifically authorized or ratified in writing by Carrier.