TERMS AND

"Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this bill of lading including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documentary, customs and IT processes.

"Carrier" have MICL - FZCO of Dubis Silicon Oasis, Dubai, U.A.E, trading as Maritime Container Lines.
"Carrier" Agents" include but are not limited to the Maritime Container Lines LLC which arranged the Carriage and/or issued this bill of lading and the Maritime Container Lines LLC which arranged the Carriage and/or issued this bill of lading and the Maritime Container Lines LLC which arranged the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1336.

"COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1368.

"Cottainer" includes any container (including but not limited to open to pontainers), trailer, transportable tank, platform, Ift van, flat, pallet or any similar article of transport used to Consolidate goods and any ancillary equipment.

"Freight" includes any container (including but not limited to douties, taxes and dues, incurred by the Carrier and payable by the Merchant.

"Goods" means the whole or any part of the cargo received by the Carrier from the Merchant and includes any packing and any equipment or Container supplied by or on behalf of the Carrier.

"Hague Ruse" means the provisions of the International Convention for the Unification of Carriar Ruse of Law relating to Bills of Lading signed at Brussels on "Hague Ruse" means the provisions of the International Convention for the Unification of Carriar Ruse of Law relating to Bills of Lading signed at Brussels on "Hague Ruse" and the Carrier Law Ruse as amended by the Protocol signed at Brussels on 23rd February 1988, it is expressly provided that nothino in this bill of lading shall be c

supplied by or on behalf of the Camer (but excludes any Container supplied by or on behalf or Cartain Rules of Law relating to Bills of Lading signed at Brussels on "Hague Rules" means the provisions of the International Convention for the Unification of Cartain Rules of Law relating to Bills of Lading signed at Brussels on Cartain Rules of Law relating to Bills of Lading signed at Brussels on 23rd February 1968, it is expressly provided that nothing in this bill of lading shall be construed as contractually applying the Hague-Velby Rules.

"Hodew" means any Person for the time being in lawful possession of, or lawfully entitled to possession of, this bill of lading or in whom rights of suit and/or "Hodew" means any Person for the time being in lawful possession of, or lawfully entitled to possession of, this bill of lading or in whom rights of suit and/or "Hodew" means any Person for the bills of lading and the person entitled to receive the Goods and the Person entitled to receive the Goods on ontification by the Merchant, the Holder of this bill of lading, any Person owning or lawfully entitled to the possession of the Goods are the Person entitled to receive the Goods on notification by the Merchant, the Holder of this bill of lading, any Person owning or lawfully entitled to the possession of the Goods are the Person entitled to receive the Goods on hot person entitled to receive the Goods on the Repeat the Person entitled to receive the Goods on the Repeat the Person entitled to receive the Goods on the Repeat the Repea

1 By accepting this bill of lading, the Merchant confirms and agrees that the Carrier's Agents act as the Carrier's agents only and that the Merchant has no aim against the Carrier's Agents for any claims arising out of the Carriage.

CARRIER'S TARRIEF

CARRIER'S TARIFF

1 The provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating sestionage time and to Container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, which is a container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, which is a container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, which is a container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, which is a container or a container or an area of the carrier or his agents upon request or, and the carrier or his agents upon request or, and the carrier or his agents upon the carrier or his agents upon request or, and the carrier or his agents upon request or or h

4. NEGOTIABLITY
This bill of ladies shall be non-negotiable unless made out "to order" in which event it shall be negotiable.
This bill of ladies shall be prime facile evidence only of the Carrier shalling the Goods described in the bill of lading under its control, provided that and only to the extent the Carrier had reasonable means of checking the Goods.
SuB-CONTRACTING AND INDEMITIES

5.2 The Merchant underfakes:
(a) that no claim or allegation shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose upon any Sub-Contractor any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising in contract. ballment, fort, negligence, reteach of express or implied warrantly or otherwise; and of the Goods of the Goods, whether or not arising in contract. ballment, for the given or underwised the carriage of the Goods, whether or not arising in contract. ballment, for the given or which was a single provisions have the benefit of all provisions herein benefiting the Carrier including S.4 Without projective to the other provisions in the Cause 6, every Sub-Contractor shall have the benefit of all provisions herein benefiting the Carrier including soft in the Carrier of the carrier including the Carrier including the Carrier in the Carrier of the carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such Sub-Contractor and such Sub-Contractor shall be the sevent of these provisions, does not only on his own behalf but also as agent or trustee for such Sub-Contractor and such Sub-Contractors and such Sub-Co

3.1 US CARRIAGE
(a) For US Carriage this bill of lading shall have effect subject to the provisions of COGSA and to the Pomerene Act regardless of whether said Act would apply of its own force. The provisions of COGSA are incorporated herein and save as otherwise provided herein shall apply the entire time the Goods are incorporated herein and save as otherwise provided herein shall apply the entire time the Goods are incorporated herein and the Carrier's custody, including before loading and after discharge as long as the Goods remain in the custody of the Carrier or its Sub-Contractor, including Goods carried on deck, Nothing contained herein is to be deemed as surrender by the Carrier of its rights, immunities, exemptions or limitations or an increase of any of its responsibilities or laditible under COGSA. Except for clause £2, every other term, condition, initiation, defence inheliations or an increase in this bill of lading shall apply to US Carriage.
Carrier as agend only to the Mechania and such Carriage shall be subject to the inland carrier's own contractual conditions and lartiff. If or any reason, the Carrier is denied the right to act as agent only at these times, his liability for loss, damage or delay to the Goods shall be determined in accordance with clause in hereof.

(c) Neither the Carrier nor the Vessel shall in any event be or become liable in an amount exceeding US\$500 per package or customary freight unit. For imitation purposes under COGSA, it is agreed that the meaning of the word 'package' shall be any palletised and/or unitised assemblage of cartons which has been palletised and/or unitised for the convenience of the Merchant, regardless of whether said pallet or unit is disclosed on the front hereof. 6.2 NON-US CARRIAGE

Intending happies and en COSS, it is agreed that the releasing of the Work part of the provides of the convenience of the Merchant, regardless of whether said pallet or unit is disclosed on the front hereof. (a) Where the Non US Carriage is Port to Port Transport: (b) the period of responsibility of the Carrier for lose of admage to upon lose of the Goods shall commence only at the moment the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel. (b) the period of responsibility of the Carrier for lose of ordinange to the Goods have been discharged from the Vessel. (b) the loadility of the Carrier for lose of ordinange to the Goods have been discharged from the Vessel. (b) the loadility of the Carrier for lose of ordinange to the Goods have been discharged from the Vessel. (b) the loadility of the Carrier for lose of ordinange to the Goods have when the Heague-Visby Rules Article 1-3 inclusive (excluding Article 3 rule 8). (b) the Carrier is the Heague-Visby Rules and be under no liability whatsoever for lose or damage to the Goods while in its actual or constructive possession before loading or after discharge, howseever caused. Notwithstanding the Gregoline, in case and to the extent that any applicable compulsory law provides to the contrary, the Carrier such larve the benefit of ever yight, defence, limitation and liberty in the Heigue Visby Rules, or any other rules as applied by clauses (b) during such additional computory period of responsibility, notwithstanding that the loss or damage during the Port of Discharge, and the Carrier in its absoluted discretion agrees to a request to such effect, such further Carriage will be undertaken on the basis that this bill of laining its parply to such Carriage as if the ultimate destination agreed with the Merchant had been entered on the front side of this bill of lading as the Port of Discharge, and the Carrier in its absoluted discretion agrees to a request to such effect, such further Carriage will be undertaken

an not properly packet, handling, loading, stowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant, inherent vice of the Goods;

inherent vice of the Goods;
institution of the Goods coverings or unit loads:
strikes or lockouts or stoppage or restraint of labour from whatever cause whether partial or general:
an act, neglect or default in the anygation or management of the Vessel occurring during carriage by water;
are, unless the fire was caused by the actual fault or privity of the Carrier or lack of exercise of due diligence to make the Vessel seaworthy, properly to m
p and supply the Vessel at to make the fit and safe for the reception, carriage and preservation of the Goods; for which the Miscribant shall have the bure

an unclear incident; an unclear incident; an unclear incident, and is also to the recipion, coing and preservation to the Goods, for which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence, any other cause or event which the Carrier could not avoid and the consequences, or events, specified in sub-clause 6,2(c)(j) shall rest upon the Carrier, enter the Carrier establishes that in the circumstances of the case, the loss or damage was coulded. The description of the causes, or events, specified in sub-clause 6,2(c)(j), it shall be presumed that it was occused. The claimant shall, however, be entitled to prove that the causes or damage was not, in fact, used either wholly or partly by one or more of these causes or events.

Where the loss or damage was partly caused by one of the causes at sub-clause 6,2(c)(j) the Carrier shall only be liable to the extent that another cause tributed to the loss or damage.

Compensation and unitration but of the compensation and the compensation and unitration of the compensation and unitration bubblet to the Carrier's light to limit liability as provided for within this bill of lading, the Carrier's liability shall be calculated by reference to the value of the dos at the place and time at which they were accepted for Carriage.

Where the Hague Rules, Hague-Visby Rules or any other rules compulsorily apply to the Carriage the Carrier's liability shall in no event exceed the ourts provided for in the applicable rules.

In all other cases compensation shall not exceed the limitation of liability of 2SDRs per kilo of gross weight of the Goods lost, damaged or in respect of in all other cases compensation shall not exceed the limitation of liability of 2SDRs per kilo of gross weight of the Goods lost, damaged or in respect of

ch the claim arises.
Time-bar

by the applicable flow.

(i) In all other cases, the Carrier shall be discharged of all liability whatsoever unless suit is brought within nine months after the delivery of the Goods or the date when the Goods should have been delivered,

(a) The Carrier shall not, in any case, be liable for an amount greater than the actual loss to the Person entitled to make the claim,

(b) Ad Valorme' declared value of Package or shipping unit.

The Carrier's liability may be increased to a higher value bug in a declaration in writing of the value of the Goods by the Merchant upon delivery to the Carrier of the Goods of the Carrier's liability may be increased to a higher value bug inserted on the fort of this bill of lading in the space provided and, if required by the Carrier, extra freight being paid. In such case, if the actual value of the Goods shall nevertheless be deemed to be the declared value and any the Carrier's liability. Amy shall not exceed the declared value and any partial loss or damage shall be adjusted por rais on the basis of a cuch declared value and any partial loss or damage shall be adjusted por rais on the basis of a cuch declared value.

value, (c) Delay, Consequential Loss
Save as otherwise provided herein, the Carrier does not undertake that the Goods shall arrive at any place at any particular time and shall in no circumstances be liable for direct, indirect or consequential loss or damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the Freight applicable to the relevant stage of the transport.

(I) Notice of Loss or Damage
The Carrier shall be deemed prima facie to have delivered the Goods as described in this bill of lading unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to his representative at the place of delivery before or at the time of removal of the Goods into the custody of the Person entitled to delivery thereof under this bill of lading or, if the loss or damage is not apparent.

indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or To his representative at the place of delivery before or at the time of removal of the Goods into the custody of the Person entitled to delivery thereof under this bill of lading or, if the loss or damage is not apparent, within three consecutive days thereafter.

(i) The defences and limits of ladiship preview rampy of the previous properties of the previous properties of the previous properties. The previous properties of the Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability previous properties. The Carrier against any claim or liability (and any expense arising therefrom) arising from the Carriage of the Goods insofar as such claim or liability exceeds the Carrier's liability under this bill of lading.

7. MERCHANT'S WARNANTIES AND RESPONSIBILITIES

7. Levely Person clearling a supplication of the Carrier's liability under this bill of lading.

7. Levely Person clearling the previous properties of the Carrier's liability to the Carrier's for all the Merchant's undertakings, responsibilities and liabilities under or in The Warnant's Undertakings, responsibilities and liabilities under or in The Merchant warrants that in agreeing to this bill of lading to rest the Carrier's liability of the Codes and this bill of lading or any Person who has a present or future interest in the Goods and this bill of lading or any Person who has a present or future interest in the Goods and the Merchant and the Merchant warrants to the Carriage relation of the Goods and container set out on the face hereof are furnished by the Merchant warrants to the Carriage relation to a supplication of the Codes and Container set out on the face hereof are furnished by the Merchant warrants to the Carriage relation to an extension of the Carriage relation to the Carrier against and the Carriage relation that the carrier against any adulting

so caused.
7.6 Any Container released into the care of the Merchant for packing, unpacking or any other purpose whatsoever shall be at the sole risk of the Merchant until proper redelivery to the Carrier at the time and place prescribed by the Carrier, if the Merchant falls to deliver the Container at such prescribed time and place, the Merchant shall pay the Carrier the applicable demurrage or 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 servants 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 justilities caused or incurred by such Container whilst in its custody and/or control.
7.7 The Merchant 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 the Carrier or Sub-Contractor (other than the Merchant) caused by the Merchant or any Person acting on his behalf or for which the Merchant is otherwise responsible.

on the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this connection with the Goods for which the Carrier is not responsible. clause 7 or from any cause 8. DANGEROUS GOODS

NANCEROUS aCOOS.

No Goods which are or may become dangerous (whether or not so listed in codes), inflammable, damaging, injurious (including radioactive materials), ious or which are or may become liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage without: the Carrier's express consent in writing; and he Container and/or other covering in which codes are to be transported and/or the Goods tenders being distinctly marked on the outside so as to the Container and/or other covering in which Goods are to be transported and/or the Goods tenders be interested and the Carrier's expression of the Goods and the Carrier's expression of the Goods and the Carrier's transported and/or the Goods and the necessary precautions to be en and if, at any time, they are deemed to be a hazard to life or property, they may at any place be unloaded, destroyed or rendered harmless, as unstances may require, without compensation, and the Marchant shall be liable for all loss, damage, delay or expressing from the Carrier's tender of proof that the Carrier knew the exact nature of the danger constituted by the carriage of the Goods shall rest upon the Merchant, so the container of the Carrier and the Carrier and the Carrier are to the Goods of the Carrier and the Carrier and the Carrier are to the Carrier as to their damperous nature. If any Goods shall post down the knowledge of the Carrier as to their damperous nature. If a carriage are adapted to the ship or go, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to

Goods of a dangerous nature. If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall became a danger to the ship or got, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to eneral Average, if any.

4 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this ause 8 or from any cause in connection with the Goods for which the Carrier is not responsible.

CONTAINERS

ause 8 or from any cause in connection with the Goods for which the Carrier is not responsible.

CONTAINERS

1 Coods may be Consolidated by the Carrier in or no Containers and Goods may be Consolidated with Goods owned by other Persons.

1 Coods may be Consolidated by the Carrier in or no Containers and Goods are yet be Carrier in connection with or arising out of the supply of a Container to the Merchant, the there is explicitly of the Goods are received by the Carrier or delevend to the Merchant, as I a Container has been Consolidated by or on behalf of the Merchant, the Carrier shall not be liable for loss of or damage to the Goods:

1 accused by the unsuitability of the Goods for carriage in Container actually used;

2 caused by the unsuitability of the Goods for carriage in Container actually used;

2 caused by the unsuitability of the Goods for carriage in Container actually used;

3 if a Container has been supplied by or on behalf of the properties of the Container actually used;

3 if a Container has been supplied by or on behalf of the container actually used;

4 if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container,

4 Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not sealed at the commencement of the Carriage except where the carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not carried at many accepted by the Carrier is not sealed at the commencement of the Carriage except where the carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not sealed at the commencement of the Carriage except where the carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not under the carrier of th

ner.
The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this ced or from any cause in connection with the Goods for which the Carrier is not responsible.

The Merchant connection with the Goods for which the Carrier is not responsible.

clause V or from any cause in connection with the Goods for which the Carrier is not responsible.

In 1, 1 The Morchath undertakes on to lender 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 it his bill of lading has been prepared by the 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 Merchant further undertakes that the Container has been properly pre-cooled, that the Goods have been properly Consolidated in the Container and that its thermostatic controls have been properly container has been properly extend by the Merchant before receipt of the Goods by the Carrier of the Container and that its thermostatic controls have been properly extend to the Merchant before receipt of the Goods by the Carrier and the state of the Container and that its thermostatic controls have been and the Merchant before the Container provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the refrigerated Container in an efficient state of the Merchant shall Indemnity the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of 11. INSPECTION OF GOODS

clause 10 or from any cause in connection with the Goods for which the Carner is not responsible.

IMSPECTION DOF GOODS

1 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

INSPECTION OF GOODS

I The Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, to open and/or scan any comainer or peace of the contents.

I the Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, to open and/or scan any comainer or peace of the contents.

If it appears at any 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 ditional expenses or taking measures in relation to the Container or Goods, the Carrier may without notice to the Merchant (but as his agent only) take any saures and/or incurr any reasonable additional expenses to carry or continue the Carrierage thereof, and/or to sell or dispose the Goods and/or or abandon to Carrierage and/or to store the Goods and/or or abandon or Carrierage and/or to store the Goods and/or or abandon considers the Carrier in his absolute discretion considers the container against any reasonable additional expenses so incurred.

The Carrier in exercising the liberties contained in this clause shall not be under any obligation to take any particular measures and shall not be liable any loss, delay or damage howsover arising from any action or lack of action under this clause.

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

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

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

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

The Carrier may at any time and without notice to the Merchant: use any means of transport or storage whatsoever; load or carry the Goods on any Vessel whether named on the front hereof or not; transfer the Goods from one conveyance to another including transshipping or carrying the same on a Vessel other than the Vessel named on the eof or by any other means of transport whatsoever and even though transshipment or forwarding of the Goods may not have been contemplated or pro-herein.

eof or by any other means of transport whatsoever and even mough transsurpment or towarding to the scool and the transport whatsoever.

The scool and the sc

Immed.
The liberies set out in sub-clause 12.1 above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of Goods, including but not limited to loading or unfoading the goods, bunkering, undergoing repairs, adjusting instruments, towing or being foxed, salingwith whoult pilots, dyvocoding, picking so or landing any Persons, including but not limited for Persons invoked with the operation or maintenance of the Vessel within the person or landing any Persons, including but not limited for Persons invoked with the operation or maintenance of the Vessel contractual Carriage and shall not be a deviation of whatsoever nature or degree.

13. Unless it is specifically stipulated that the Goods will be carried under deck on the front of this bill of lading, the Goods (whether containerised or not) may be stowed on or under deck without notice to the Merchant and any deck stowage shall not be a deviation of whatsoever nature or degree. It is a first that the state of the state

lading.

13.3 Goods which are stated on the front of this bill of lading to be carried on deck, and which are actually carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during Carriage by sea or inland waterway whether caused by unseaworthiness or

nealigence or any other cause whatsoever.

14. COLLECTION AND DELIVERY OF THE GOODS

14.1 When collection or delivery takes place at the Merchant's premises, the place of collection or delivery shall be the usual place of loading or unloading

COLLECTION AND DELIVERY OF THE GOODS

1 When collection or delivery takes place at the Merchant's premises, the place of collection or delivery shall be the usual place of loading or unloading Goods into or from the vehicle and provide any plant, power or labour which may be required for the loading or unloading at such premises, the Garner shall not be under any obligation to provide any plant, power or labour which may be required for the loading or unloading at such premises, and such premises and the provide and the provide and expense.

2 If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the dos), whensoever and howsoever arising (whether or not the Carriage has commenced) the Carrier may:

2 If at any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the wind of the carrier and howsoever and howsoever and howsoever and howsoever and howsoever may deen safe and convenient, notwithstanding that any charges, kees or other expenses may be or become payable, raths are used, other than at the request of the Merchant, in circumstances where the Goods or that part thereof so discharged could have been discharged or without additional delay, the Goods for part thereof, as the case may be) shall nevertheless not be deemed to be discharged for the purposes of this droad shall cease;

without projudice to the Carrier's finit to subsequently shannor the Gardene under Carriage (14 In April 14 In

ch Goods shall cease; without prejudic to the Carrier's right to subsequently abandon the Carriage under Clause (a)14.2 (a) above, continue the Carriage. In any event the Carrier shall be entitled to full Freight on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the

b) without prejudice to the Carrier's right to subsequently abandon the carriage unner clause (a) In-2 (a) above, commune use carriages.
In any event the Carrier shall be entitled to full Freight on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the bove mentioned circumstances.

4.3 The falsility of the Carrier in respect of the Goods shall cease on the televery or other disposition of the Goods in accordance with the orders or a common the common of the Carrier in respect of the Goods and lease on the televery or other disposition of the Goods in accordance with the orders or a common to due delivery to the Merchant.

4.4 Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not invoke the Carrier in any liability nor releve the Merchant of any obligation thereunder.

5.4 Edelivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the terchant to take delivery thereof, the Carrier shall be entitled and without projudice to any other rights that he may have against the Merchant without notice remove from a Container the Goods or that part thereof if Consolidated in or on a Container and to store the Goods or that part thereof if Consolidated in or on a Container and to store the Goods or that part thereof is one.

6. GENERAL AVERAGE

6. GENERAL AVERAGE

6. GENERAL AVERAGE

6. GENERAL AVERAGE

7. The Merchant of the Goods or the part thereof shall ceases.

7. The Author of the Goods or the part thereof shall cease or the part of the Goods or that part thereof shall cease.

7. The latest version of BMCO'S Both-to-Blame Collision Clause is incorporated herein which is available on request.

8. GENERAL AVERAGE

8. GENERAL AVERAGE

8. GENERAL AVERAGE

8. GENE

withstanding sub-clause 16.1, the Merchant shall Indemnify the Carrier in respect of any claims of a General Average nature which may be made im and shall provide such security as may be required by the Carrier in this connection. In security including a cash depost as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special Carrier shall. If required be submitted to the Carrier prior to delivery of the Goods. Carrier shall be undern obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

6.4 The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

7. FREE GHT

17. Free Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies relative to Freight in the relevant tariff conditions, if no such stipulation as to devaluation exists or is applied and if the currency in which the Freight is quoted is devalued or revaluable between the date of the Freight agreement and the date when the Freight is paid, then all Freight shall be automatically and immediately changed in proportion to the extent of the devaluation or revaluation or the said currency. Payment shall be made in the currency camed in the bill of lading, or, at the option of the Carrier, in another currency specified by the Carrier.

17.3 The Freight has been calculated on the basis of proticulars trunsless by or one between the Goods and if the particulars are found by the Carrier to be incorrect, it is agreed that without prejudice to the rights of the Carrier as per clause 11 a sum equal either to five times the difference between the correct Freight that sets the Freight Charged, whichever sum is the smaller, shall be payable as liquidated damages to the Carrier notwithstanding any other sum having been stated in this bill of lading as the Freight Charged to be payable as liquidated damages to the Carrier notwithstanding any other sum having been stated in this bill of lading as the Freight Charged on the payable.

17.3 De Freight Charged colored and there expenses in Carrier and which the payable of the transport under this bill 17.8 All dues, the acceptance by the Carrier of instructions to collect Freight or other expenses from any other Person in respect of the transport under this

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 lading General Average contributions to whomsoever due.

or General Average contributions to whomsoever due.

The Carrier shall also have a lien on the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other

...

contract.

18.3 The Carrier may exercise his lien at any time and at any place in his sole discretion, whether the Carriage is completed or not. In any event any lien shall (a) survive the delivery of the Goods and (b) extend to cover the cost of recovering any sums due.

18.4 To enforce and satisfy the Carrier's lien, the Carrier shall have the right to sell or otherwise dispose of the aforementioned Goods and documents by public auction or private treaty at the Merchant's sense and in the Merchant's sense and without any liability towards the Merchant, provided that the Carrier has used reasonable efforts to notify the shipper and the consignee shown on the front side of the sea waybill prior to any sale or other disposal and that the Carrier will pass no to the Merchant any proceeds of a sale or other disposal exceeding the sums due and the costs relation to the sale or other disposal.

19. VARATION OF THE CONTRACT

19. IN Deservant or agent of the Carrier's shall have power to waive or vary any of the terms hereof unless such waives constants.

19.1 No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or vary any of the terms hereof unless such waiver or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier to waive or vary.

20.1 If any provision in this bill of lading is held to be invalid or unenforceable by a director of the carrier waive or vary.

20. PARTIAL INVALIDITY

20.1 If any provision in this bill of lading is held to be invalid or unenforceable by any court, tribunal or regulatory or self regulatory, agency or body, such invalidity or unenforceable by any court, tribunal or regulatory or self regulatory, agency or body, such invalidity or unenforceable by any court, tribunal or regulatory or self regulatory, agency or body, such invalidity or unenforceable by any court, tribunal or regulatory or self regulatory, agency or body, such invalid or unenforceable provisions. The validity of the remaining provisions shall not be affected thereby and this bill of lading 21. JURISDICTION AND LAW

21.1 For disputes arising under this bill of lading between the provision was not contained herein. AUXION INFORMATION LAW

The disputes arising under this bill of lading shall be determined by the courts of United Arab Emirates and in accordance with the laws of United Arab Irrites. No proceedings may be brought before other courts, unless both parties expressly agree the choice of the other court or arbitration tribunal and the to be then applicable.

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