dard Terms and Conditions of Bill of Lading

Contract versions and conductors of tell of Latong 1. Application and Definitions 1.1 Application and Definitions have Standard Terms & Conditions (hereafter "Terms & Conditions") shall apply to every contract of carriage as defined in these Terms & Conditions, concluded as per Bill of Lading issued by the

The following defined terms, in either the singular or plural, appear with a capital letter in the Standard Terms & Conditions. Standard terms & Conditions. Andices of Transport-Includes but is not limited to any single article of transport vehicle, container, trailer, semi-trailer, van, train wapon, transportable tank, pallet, crates, boxes, yacht, (sailing) boat, floating object, barge or any other article of transport or similar article to consolidate Cargo and any equipment thereof or connected thereto.

equipment theretor or connected thereto. Cargo-means the whole or any part of the Cargo received from or through the Merchant and includes but is not limited to any equipment and/or Article of Transport (including its contents). Cargo value (Pure value)-the value of cargo as stated in invoices or other cargo documents or, in case their absence – market value of cargo analogues in relevant time period.

case their absence – market value of cargo analogues in relevant time period. Carriage-The whole or any part of the operations and services undertaken by the Carrier in respect of the Cargo covered by these standard terms and conditions. Carrier-Means the company or entity designated as carrier on the reverse page. Charges-includes freight and all expenses and monetary obligations, including but not limited to

Charges-Includes freight and all expenses and monetary obligations, including but not limited to duties, taxes and dues, fines incured by the Carrier and payable by the Merchant Container-means any container, trailer, transportable tank, flat or pairts (or any similar article used to consolicate Cargo and any connected or accessory equipment. Contract of Carringer-means the contract concluded between Carrier and Merchant on the ground of issued Bill of Lading for carriage of Cargo stated in Bill of Lading including these standard terms and conditions.

conditions. Combined denumrage/detention (in country of destination)-time of container usage by the Merchant from the moment of discharging from the Vessel III the moment of empty container return according to Carrier's instruction to paice instructed by the Carrier, including day of discharging from the vesses and including day of return of empty container. Combined demurga/detention (in country of departure)-time of container usage by the Merchant from the moment of empty container. Contain-clouding the day of container distribution to the Merchant III the moment of loading container onto the Vessel including the day of container distribution and day of loading onto the Vessel. Costs-Includes any and all costs, expenses and charges oncurred, including ressonable attorney fees.

fees. The set of the

contract of carriage. Merchant-Includes the charterer, shipper, receiver, consignor, consignere, the holder of the bill of lading, the owner of the Cargo, any person who has booked the Contract and any person entitled to disposal of the Cargo. Subcontractor-includes but is not limited to the owners, charterers, and operators of the Vessel(s) other than the Cargo. Subcontractor-includes but is not limited to the owners, charterers, and operators, road and rail transport operators, warehousemen and any independent contractors employed by the Carrier performing the carriage, and any direct or indirect Subcontractors, servants, and agents thereof, whether in direct contractual privity or not.

Vessel-Means the vessel designated on the front page hereof or a substitute vessel. 1.3 Authority

The Merchant warrants that in agreeing to the Contract of Carriage hereof he or she is, or has the authority to contract on behalf of the person/company owning or entitled to disposal of the Cargo

authith y dominator in owners on personance and personance and the second secon

erchant is deemed to know and accept such Tariff Vessel and schedule

Vessel forming Vessel as mentioned in clause "Vessel" of Bill of Lading.

At any time the Carrier shall be entitled to substitute the Vessel with another Ves approval of the Merchant.

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Resel's lineary as stated, schedule and any indication to the transittime is given as reference timerary in or out of geographical order in option of the Carrier. Carrier is not bound by any give maximum transittime and has the liberly to order the vessel to 'slow steam' during its voyage. Advertised sailings and arrivals are only estimated times, and such schedules may be advance obleved or accessed using the schedules and be adverted to consequential loss or damage caused by delay. The vessel has the liberly to sail with joint, so to wand/or assist vessels in distress, to daviate for the purpose of saiving life, to repend to the schedule for the purpose of saiving life, to researce and the fort any other reasonable purpo 2.4 Canan laneacean

cially operated canal such a

Transshipment
 The Carrier shall be at the liberty to tranship, lighter, land and store the Cargo either on shore or afloat and reship and forward the same to the port of discharge, unless otherwise and specifically

agreeu. 4. Subcontractors 4.1. The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of

the carriage, including liberty to further sub-contract.

Inducing levery to furmer sub-contract. 4.2. The Merchant undertakes that no claim or allegation whether arising in contract, baliment, tort or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier which imposes or attempts to impose upon any of them or any Vessel owned or chartered by any of them any liability whatsover in connection with the

any measury measurement or connection with the Cargo or the carriage of the Cargo whether or not arising out of negligence on the part of such Person. If any such claim or allegation should nevertheless be made, the Merchant agrees to indemnify the Carrier against all consequences thereof.

All notices given by either party or their Agents to the other party or their agents in accordance with the provisions of this Bill of Lading shall be in writing. "In writing" shall mean any method of legible communication such as, but not limited to, cable, fax, e-mail, registered or recorded mail or by memory and the statement of the state nmunicatior

personal earnors. 6. Description of Cargo 6. This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in apparent good order and condition, except as otherwise noted, of the total number of Containers or other package or units indicated in the description box on the reverse hereof.

or units indicated in the description box on the reverse hereof. 6.2. No representation is made by the Carlier as to the weight, contents, measura, quantity, quality, description, condition, temperature, marks, numbers or value of the Carpo and the Carlier shall be under no representability whatsoever in respect of auch description or particulars. 6.3. The Marchant warrants to the Carrier that the particulars reliating to the Carpo and the Carlier shall be under no representability whatsoever by or on behald of the Marchant and escription or particulars, 6.3. The Marchant warrants to the Carrier that the particulars reliating to the Carpo as set out on the reverse hereof have been checked by or on behald of the Marchant, and adequate and correct. The Marchant warrants that the Cargo is safely and securely packed in the Container in accordance with all relevant regulations and provisions for sea cargo carriage (includin the international on and ads, in case or faiload transportation in Russian Federation, in accordance with present regulations, rules and technical conditions for railroad cargo carriage in Russian Federation.

accordance with present regulations, rules and technical conditions for railroad cargo carriage in Russian Federation. 6.4. If by order of the authorities (including the customs) at any place, Cargo is detained and/or seized and/or a Container has to be opened for the Cargo to be inspected for any reason whatsoewer, including but not limited to for a breach or infringement of a trademark, patent or other intellectual property right for for inspection in respect of dual-use goods, milliary cargoes, the Carrier will not be liable for any loss or damage whatsoewer incurred as a result of any opening, unpacking, inspection, re-packing, detention, an elevatuois not indentify any control and other necessary actions in respect of Cargo. The Carrier shall be entitled to recover from the Merchant all charges, fines, costs, losses, and exponess, including reasonable legal expenses and costs resulting from such action, including but not limited to any detention, demurrage, and storage charges for the Cargo and/or the Container. and/or the Contain 7. Carrier's liability

Carrier's leaving:
 The period of responsibility of the Carrier for any loss of or damage to the Cargo shall commence only at the moment that the Cargo is loaded on board the Vessel and shall end when the Cargo has been discharged from the Vessel.
 Carrier's liability shall be subject to the Hague Rules (see cl. 25.1) unless the governing law

7.2. Continues a teaching share be object to the register funde (see to 2.0.1) unless are glyorening law makes the Hague or the Hague-Valey Fulles compliably applicable, but in any case Pussian Federation laws shall apply.
7.3. Notwithstanding the above, in case and to the extent that the governing law, or a contractual

of every right, centrols, immuny, immation wave provided the cardinal provided or desponsibility, not occur additional period responsibility, notwithstanding that the loss, damage or misdelivery did not occur during the carriage by sea. 7.4. Subject always to the Carrier's right to limit liability as provided for herein, if the Carrier is liable for compensation in respect of loss of or damage to the Carryo, such compensation shall be

for compensation in respect or loss of or damage to the Largo, such compensation shall be calculated by reference to the invico value of the Cargo, pub Freight and Insurance if pail. If there is no invoice value of the Cargo or if any such invicies is not bons files, such compensation shall be calculated by reference to the market value of such Cargo at the place and time they are delivered or should have been delivered to the Merchant. The market value of the Cargo shall be fixed to include have been derived to the metalation. The market value of the clagb stating to include according to the current market price, by reference to the normal value of Cargo of the same kind and/or quality. Save as otherwise provided herein, Carrier shall no circumstances whatsoever a howsoever arising be liable of direct or indirect or consequential loss or damage or loss of busine or profits. The Carrier applies limits of liability as stated by Hague-Yisty Fulses or statutory law.

ω μυτωτικι του quarrier apprese limits or tability as stated by Higuer Visiby Rules or statutory law. Neither Rotectarian or Hamburg unless are applied to this carriage. 7.5. The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the cargo. Higher compression than that provided for in this Bill of Lading may be claimed only when with the written confirmation of the Carrier, the value of the Cargo declared by the Merchant before alignment, agreed by the Carrier, included into this Bill of Lading and a valueme charges as per Carrier's Tarff was paid. 2.6. Nothing in the Bill of Lading shall operate to limit or deprive the Carrier of any statutory

ahipment, agreed by ure varmer, increases a second second

7.8. The defenses and limits of liability provided herein shall apply in any action against the Carrier for any loss of or damage to the Cargo or delay in delivery whether the action be founded in cortract, in tort or otherwise.
8. Carriage affected by Cargo condition
If a spacer st any time that, due to their condition, the Cargo cannot safely or properly be carried further or whole incurring additional expense or taking any measure(s) in relation to the Container or the Cargo, Carrier may, without notice to Merchant, take any measure(s) and/or incur any additional expense to carry or to continue the Carriage thereor, and/or salend or incur any additional expenses to carry or to continue the Carding thereor, and/or bandom the Carriage and/or store them ashore or alloat, under cover or in the open, at any load, whichever Carrier, in its absolute discretion, considers most appropriate, which abandomment, storage, sale or disposal shall be deemed to constitute due delivery under this Bill or Lading. Merchant shall indenmity Carrier against any additional expenses or any particular action and is not tiable for any loas, delay or damage concented to such action or inaction. rriegh no line cartage. The values under those his clause is nee to to commence any particular action and is not liable for any loss, delay or damage connected to such action or inaction. 9. Cargo claims and Notification of Loss 9.1 Notification of Loss Unless notice of loss or damage be given in writing to Carrier at the port of discharge or at the place

of delivery, or, if the loss or damage is not apparent, within three (3) days, such removal shall be prima facie evidence of the delivery by Carrier as described in this Bill of Lading unless otherwise stated in the Bill of La 9.2 Time bar

stated in the bill of Lading. 9.2 Time bar The Carrier, its servants, Agents and the Vessel shall in any case be discharged from all liabilities whatsoever under this Bill of Lading unless suit is brought within one (1) year after the delivery of the Cargo or at the date when the Cargo should have been delivered. In case of total loss of the Cargo or at the date when the Cargo should have been delivered. In case of total loss of the Cargo or at the date when the Cargo should have been delivered. In case of total loss of the Cargo or at the date when the Cargo should have been delivered. 10.1 The Merchant warrants to the Carrier that the particulars relating to the Cargo as set out on the versers side of this Bill of Lading and that such particulars, and any other particulars furnished by or on the reverse nick of this Bill of Lading and that such particulars, and any other particulars furnished by or on the reverse nick of the Bill of Lading quark and correct. 10.2 The Merchant shall in domnity the Carrier against any loss, damage and expense arising out of carrier to such indemnity shall in no way limit his responsibility and liability under this Bill of Lading to any peerson other than the Merchant. 10.3 If Containers supplied by or on behall of Carrier are unpacked at Merchant's premises, labels or markings), with interiors brushed and clean, to the point or place designated by Carrier, labels or markings), with netroirs brushed and clean, to the point or place designated by Carrier, sevents or Agents, within the time prescribed. Should a Container not be returned within the time prescribed in the tatiff, Merchant shall be liable for any detention, loss or expenses which may arise from such non-reture. from such non-return. 11. Delivery and Notificati

11. Delivery and Notification
11. Jow metrics in this Bill of Lading of parties to be notified of the arrival of the Carrier to any liability nor relieve the Merchant of any uboligation heraunder.
11. 2. The Merchant shall take delivery of the Cargo within the time provided for in the Carrier's applicable Tairly or as otherwise agreed. If the Merchant fails to do, so the Carrier any liability nor eliver the Merchant of any uboligation heraunder.
11. 2. The Merchant shall take delivery of the Cargo within the time provided for in the Carrier's applicable Tairly or as otherwise agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Carrier agreed. If the Merchant fails to do, so the Merchant agreed and the explore the Carrier agreed and the carrier in respect of the Carrier agreed. If the Merchant is the Carrier for misdelivery of the Carrier in respect of the Carrier agreed. If the Merchant is the Carrier in the Carrier in 12. If Merchant is the Carrier in th

We chain the net lattice that the delivery of the Cargo within thirty days of delivery becoming due un Clause 112, or if a the opinional of carrier they are likely to detence to, decay, become worthess incur charges whether for storage or otherwise in excess of their value, Carrier may, without prejudice to any other rights which it may have against Merchant, without notice sail, destroy of dogoed of the Carrier flow mices and the reduction of the same due, to carrier from the other same due to the same due to the same due to the same due to carrier from the same due to the same due to the same due to the same due to carrier from the same due to the same due to the same due to the same due to carrier from the same due to the same due to the same due to the same due to carrier from the same due to the same due to the same due to the same due to carrier from the same due to the same due to the same due to the same due to carrier from the same due to the same due tother due to the same due tother due to the same due to the same du

depose of the Cargo and apply any proceeds or sale in reviewer of the Cargo and apply any proceeds or sale in reviewer on any other clause of this Bill of Lading the responsibility of Carrier Sale Cargo shall be considered to be delivered at their own risk and expense in every respect when taken into the custody of customs or other authorities.

 Merchant packed Containers
 12.1 If a Container has not been packed by or on behalf of the Carrier, the Carrier shall not be liable 12.1 If a Container has not been packed by or on behalf of the Carrier, the Carrier shall not be liable for loss or damage to its contents, and Merchani ridentifies the Carrier against any loss, damage, obligation or expense, incurred by the Carrier, if such loss, obligation or expense is due to: (a) the manner in which the Cargo has been packed, stowed, stuffed or secured in the Container, or (b) the unsuitability or directive condition of the Container which is not connected to due diligence of Carrier, or (d) the unsuitability or defective condition of the Container which wold have been apparent upon reasonable inspection by the Merchant at or prior to the time the Container was filled, packed, stuffed or londer.

or loaded, (e) identific ation of drugs, unlawful merchandise in Containers, packed by Merch

(c) demittation of drugs, unlawful merchanate in usersense periods by Merchant, and releases the Carrier from liability hereunder. Any reference in this Bill of Lading to "Shipped on board" and "Osean on board" is for Containers only and not its contents. 122 The Merchant: packed Containers in advanced by the Carrier with an seal under which the Carrier and, if a Merchant: packed Container is delivered by the Carrier with an seal under which the Carrier was accepted for the carrier, as affaed by the Merchant or customs or security control intact, or the Carrier can establish bong fide clarge assertiated upon delivery. 13 Containers

replaced, the Carrier shall not be liable for any shortage of Cargo ascertained upon delivery. 13. Orthanew 13. Orthanew 13. The Carrier allows a period of free time for the use of the Containers and other equipment (demurrage/detention) in accordance with the Tariff and as advised by the local MSC agart at the Ports of Loading and Discharge. Free time commences from the day the local MSC agart at the Ports of Loading and Discharge. Free time commences from the day the local MSC agart at the Ports of Loading and Discharge. Free time commences from the Vesses or is delivered to the Place of Delivery as the case may be. The Merchant is required and has the responsibility to return to a place nominated by the Carrier the Container and other equipment biodinace with the Tariff. 13. 2 The Merchant shall redeliver, to a place nominated by the Carrier, the Containers and other equipment in local good order and condition, undmagned, empty, doott mes, cleaned and with all fittings installed by the Merchant removed and without any ubbich, dumage, or other debris inside. The Merchant shall be lable to indonsity the Carrier for any and all cost lincured entiating or replacing Containers and other equipment thor any and all cost lincured entiating or replacing Containers and other equipment thor during the cost lincured and instanting or replacing Containers and other equipment thor during the cost lincured and instanting or replacing Containers and other equipment for o any and all cost lincured entiating or replacing Containers and other equipment for costs of recovering the costs functioner and market and thereod. 13. 3 The Carrier shall be entitied, but under no obligation, to copen any Container at any time and to inspect the contains. It it thereupon appears, that the contents or any part thereod cannot stally or the specific sciences. 13.3 The Carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect the contents. If it threequo appears that the contents or any part three of cannot safely or properly be carried further, either at all or without incurring any additional expense or taking any measures in relation to the Container or its contents or any part three, of the Carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expense or taking any adaptive structure the carriage or to score this care above or allow tarror discore that or advice the carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expense or taking any adaptive, which storage shall be deemed to constitute due delivery under this Bill. The Merchant shall indemity the Carrier against any reasonable additional expense so incured. 14. Carrier any adaptive reasonable additional expense so incured. 14. Carrier against any reasonable additional expense.

14.1 Cargo may be loaded by Carrier to Containers and consolidate with other cargoes in

Containers. 14.2 Cargo loaded to Containers or not may be carried on deck or under deck without notifice the Merchant. Any such Cargo carried on deck or under it shall participate in general average

14.2 Carop loaded to Containers or not may be carried on deck or under deck without notification of the Merchant. Nary such Carop carried on deck or under It shall participate in general average.
15 Lawful Carop
16 Lawful Carop
17 In Merchant warrants that at the date of this Bill of Lading and throughout the duration of the Carriage the Merchant warrants that at the date of this Bill of Lading and throughout the duration of the Carriage the Merchant warrants that take or economics participations, other countries where the route of Carop carriage lise. The Merchant warrants that the Salah of Carop carriage lise. The Merchant warrants that the subject to any sanction, prohotion resolutions, that day caroper the route of Carop carriage lise. The Merchant warrants that the Jack of Carop Caroper Law (1990). The Merchant warrants that the participation of the Caropic target lange, caro be resulted in androx around the Carop. The Merchant shall indemnity and hold harmless level target law (1990). The Merchant shall indemnity and hold harmless the Carrier and its servariat for any and all costs. Isabilities, fince, panellise and tonese the Cardrer any suffer as a result of the Merchant shall provide a darget cost be cargo instal. In Morchant shall provide a darget cost be cargo instal. In Morchant shall provide a darget cost be cargo installed. The Merchant shall provide a darget cost be cargo installed, the Carop is fully and accurately described by the Proper Shipping Name, are classified, packaged, marked and labeled/placation fuels around the MIDG Code
16. Carniformed correctly and national government regulations.

the Merchant's ms. aitu expenses -applicable. 17. Non-standard (oversized) cargo and live stock Non-standard (oversized) cargo and cargo that and/or is stowed on or in open top containers, flat racks or platforms, and which are stated on the reverse hereof to be carried on deck, and all livestoc whether carried on deck or under deck, are carried without any responsibility whatsoever on the part of the Carrier for loss or damage of whatsoever nature or delay arising during the carriage whether caused by unseaworthiness or negligence or any other cause whatsoever and the Hague Rules

shall not apply. 18. Matters affecting performance If at any time the Carriage is or is likely to be affected by any hindrance, risk, danger, or disadvantage d any kind including but not limited to labour disruption such as strik war, civil commotion, political unrest, piracy, act of terrorism and threat thereof and he discussion of the strike the strike st

eru wrooup prov notee to Merchant, either: (I) carry the Cargo to the contracted port of discharge or place of delivery, whichever is applicable, by an alternative route to that indicated on page 2 of this Bill of Lading or that which is usual for Cargo consigned to that port of discharge or place of delivery and shall be entitled to charge such additional Freight or

(2) suspend the Carriage of the Cargo and store them ashore or afloat and endeavor to forward them as soon as reasonably possible and shall be entitled to charge such storage costs and

I Freight; or fon the Carriage of the Cargo and place them at Merchant's disposal at any place or port fon the Carriage of the Cargo and place them at Merchant's disposal at any place or port (3) aban (c) deal of the Carried and the Conventient, where upon the responsibility of Carrier in respect of such Cargo shall cease. Merchant shall pay any additional costs of the Carriage to, and delivery and storage at, such place or port.

19. Special of 19.1 The Ca

ed by or on behalf of the Merchant.

19. Special container 19. The Carrier shall not undertake to carry the Cargo in refrigerated, heated, insulated, ventilated or any other special Container(s) nor to carry special Container(s) packed by or on behalf of the Merchant, as such; but the Carrier will treat such Cargo or Container(s) only as ordinary Cargo or dry Container(s) respectively, unless special arrangements for the carriage of such Cargo or Container(s) have been agreed to in writing between the Carrier and the Merchant and Unless such begical arrangements are noted on the reviewes eide of the Bill and all special freight arreguied, has been paid. The Carrier shall not accept responsibility for the function of special Container(s) similer to or on behalf of the Merchant.

19.2 As regards the Cargo which have been agreed to be carried in special Container(s), the Carrié or its Sub-contractors shall not be responsible for control and care of the refrigeration units of such Container(s) when the Containers are not in the actual possession of the Carrier. The Carrier does not warrant the refrigerating machinery and the Carrier shall not be liable for any loss of or damage to the Cargo caused by latert defect in the refrigeration equipment.

to the Cargo caused by latent defect in the refrigeration equipment. 19.3 If the Cargo has been packed into refrigerated Container(s) by the Carrier and the particular temperature range requested by the Merchant is inserted in this Bill, the Carrier will set the thermostatic controls within the requested temperature range, and will service due diligence to maintain such temperature plus or minus three (3) degrees C. 19.4 If the cargo received by the Carrier is intrigrated Container(s) into which the contents have been packed by or on behalf of the Merchant, it is the obligation of the Merchant to solw the corter of the thermostatic controle saxcit). The Carrier shall not be liable for a loss of or demand to the Cargo arising out of or resulting from the Merchant's failure in such obligation.

damage to the Cargo ansing out of or resulting from the Merchant's failure in such obligation. 20. Rust, molistire It is agreed that superifical rust, oxidation or condensation inside the Container or any like condition due to motisture is not the responsibility of the Carrier. The Merchant requires special arrangement or care for the carriage of such Cargo, he must request same in writing to the Carrier and said arrangements must be noted on the reverse of this Bill and all special freight, as required, must be paid by the Merchant.

21. Freight and payment 21.1 Freight shall be deemed fully earned on receipt of the Cargo by Carrier and shall be paid and

21.1 Fright shall be deemed fully earned on receipt of the Cargo by Carrier and shall be paid and non-returnable in any event.
21.2 Fright has been calculated and shall be paid on the basis of particulars furnished by or on behalf of the shipper. If the particulars furnished by or on behalf of the shipper. If the particulars furnished by or on behalf of the shipper. If the particulars furnished by or on behalf of the shipper. If the particulars furnished by or on behalf of the shipper. If the particulars furnished by or a constance with the applicable Tariff.
21.3 All Fright halb be paid to Carrier, in accordance with the applicable Tariff.
21.3 All Fright halb be paid without any set-off or counterclaim unless the claim is not confirmed by final court decision.
21.4 If Merchant fails to pay the Fright when due, it shall be liable for all costs, liquidated damages in accordance with the applicable Tariff and in particular interest which accrues until payment.
21.5 If any amount due under this Contract are not pay divend due, then be shalf or 6 10% sport and the shalf was a shalf be paid on all such amounts until full payment is received. In case Interest tate is equal or less than key rate O Carteral Bank of Pausia may be applied to such period dyelogy. The key rate O Carteral Bank of Russia may be applied to such period year of bards the applicable and on a sport of active the key rate O Carteral Bank of Russia may be applied to such period year of bards period bards and the share that the payment instructions as per the Carrier's incorde are strictly followed. Any consequences arising out of not complying in full with this requirement are for responsibility of the Merchant.

the Merchant. 22. Lien

22. Lien The Carrier may retain (and has a lien right) for Cargo and any documents in respect of Cargo for claims for losses and any other sums due to the Carrier under this Bill of Lading, including claims for expenses and reimbursements for them, including legal expenses. The Carrier shall have the right to sall any Cargo liened by public auction or private treaty, without notice to the Marchart. Nothing herein shall preven the Carrier from recovering from the Marchant the difference between the amount due to the Carrier and the net amount realised by such sale. The Carrier shall also have a lien against the Marchant on the Cargo and any document relating thereto for all sums due from the Marchant to the Carrier under any other contract.

a ten against the Metchanic of the Curing of an any occument relaring interest for a sums due from the Metchanic for the Carrier may other contract. 20 Currier may all any times and without prior notice to the Metchani impose surcharges to cover all excit as expresses (including but not limited to exit as aurons op remiums and codes of diversion) incurred by the Carrier as a result of the cuthreak of war, hostillies, war-like operations, civil war, will commotion, blockade, prizery or revolution regardless of whether the Vessel sailed or not sailed or is underway at the time the expenses are incurred. 24.1 Zw, briefschion, dispute resolution 24.2 Zw dispute, controverse, difference or calar arising out of or in direct or indirect connection with this contract, including any questions regarding its conclusion, existence, interpretation, termination or varies, controverse, difference or calar arising out of or in direct or indirect connection with this contract, including any questions regarding its conclusion, existence, interpretation, termination or varies on the date of commencement of arbitration administered by the Arbitration Centre at the Russian Union of Industrialists and Entrepreteurs (RSPP) in accordance with its rules in force on the date of commencement of arbitration. Attributors are chosen from the list of Transport panel. Arbitration arward shall be final and binding. 24.3 in the case of any dispute relating to Freight or cher sums due from the Merchant to the Carrier, the Carrier may, at its sale option, bring suit against the Merchant in the fora agreed above, or in the countries of the Fort of Loading, part of the Office and participant.

countries of the Fort of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business. 25, Protective clauses The following protective clauses shall be deemed as part of this Contract of carriage: 25.1 General Clause Paramount The following protective clauses place of business of Law relating to Bills of Lading single and Businessis on 25 August 1924 (Clause) Paramount and the protective of the country of shipment and any place of the single si

Lontract. In the Carrier shall in no case be responsible for loss of or damage to cargin ansing point to loading, after discharging, or while the Cargo is in the charge of another carrier, or with respect to deck cargo and live animal. Cargo is in the charge of another carrier, or with respect to deck cargo and live animal. In the cargo is in the charge of another carrier, or with respect to deck cargo and live animal. Landon unless another place is agreed in the booking node. Cargo contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error to the master, plot or crew. S 53 Both to Blame Collision clause If the Vessel consex into collision clause If the Vessel consex into collision the Macter, Mariner, Plot or the servents of the Carrier in the margingtion or in the management of the Vessel, the consex of the Carrier in the margingtion or in the management of the Vessel, the consex of the Carrier in the margingtion or in the management of the Vessel, the consex of the Carrier is the and are as such loss or inability to the other or non-carrying ship or her Owners to the carrier as such loss or inability to the other or non-carrying ship or her Owners to the and are ad set off, recouped or recovered by the other or non-carrying ship or her Owners to the and and set off, recouped or recovered by the other or non-carrying ship or her Owners to the collising play or othese in charge of any ship or ships or objects other than, or in addition to, the collising hysic or objects are tall that her pector or adjustions that also apply where the Collider play or objects are tall that her pector or adjustion to the collision play or objects are tall that her pector of adjustion context. 25.4 New Asson Clause 1 the event of adjustion, damage or disaster before or after the commencement of the

25.4 New Jason Clause In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contact or otherwise, the Cargo, Shippens, Consignees or owners of the Cargo shall contribute with the Carrier in general average to the payment of any sacrifice, lossos or avenues of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Cargo. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the Carrier or his genets may deem saming any of any of any beeninged to an argents out on the point as the Carlier of instagents into yoes sufficient to cover the estimated contribution of the Cargo and any saving and special charges thereon shall, if required, be made by the Cargo, Shippers, Consignees or owners of the Cargo the Carrier before delivery. 26. Sanctions clause

co. Cancions Gause The Merchant warrants throughout the duration of this Carriage that: (a) it is not the subject of arms; (b) it shall comply with all Sanctions; and

(b) it shall comply with all Sanctions; and (c) he tooking and carriage of the Cargo is not subject to any Sanctions. The Carrier shall have the right to perform or suspend delivery if the Carrier becomes aware that the Merchant is or may be, in the Carrier's judgment, in breach of the above warranties (whether as a result of any action and/or omission) or that the Carriage or the Cargo poses in the Carrier's judgment. The potential for the imposition of Sanctions against the Carrier or the Merchant, whichever the Carrier in this aboulte discretion condisers most appropriate. The Carrier shall also be entitled to exercise any and all rights as per Clause 18 above.