**SEA WAYBILL NON-NEGOTIABLE** FOR MULTIMODAL TRANSPORT OR PORT TO PORT SHIPMENTS Shipper Sea Waybill No. Reference No. Consignee nanami lines Operated by NANAMI Shipping BV Duboisstraat 50 Unit 1.3, 2060 Antwerp, Belgium Company Registration No. 0775.263.194 Notify Party Place of Receipt Port of Loading Shipper's Declared Value Ocean Vessel Voy. No. Port of Discharge Place of Delivery Marks and Nos. Quantity and Description of Goods Gross Weight, kg Measurement, M3 Container Seals Туре No. of Pkgs Kg М3 Mode Particulars declared by Shipper but not acknowledged by Carrier Carrier's standard terms and conditions as printed overleaf, are applicable to this Sea Waybill. Freight Details and Charges Carrier's standard terms and conditions, as printed overleaf, can also be consulted at: www.nanamishipping.com Received by the Carrier from the Shipper in apparent good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in the box entitled "Carrier's Receipt" for carriage subject to all the terms and conditions hereof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable.
In accepting this Sea Waybill the shipper expressly accepts and agrees to, on his behalf and on behalf of the Consignee, the Owner of the Goods and the Merchant, and warrants he has authority to do so, all the terms and conditions whether printed, stamped or otherwise incorporated on this and on the reverse side and the terms and the conditions of the Carrier's applicable tariff as if they were all signed by the Shipper.

(iii) Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the Consignee or his authorised representatives. This Sea Waybill is not a document of title to the Goods and delivery will be made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorisation at the Port of Discharge or Place of Delivery, as appropriate, without the need to produce or surrender a copy of this Sea Wavbill. (iv) Any claim or dispute arising under this Sea Waybill shall be determined exclusively according to the laws of England and the merchant agrees that any suits against the Carrier shall be brought exclusively in the High Court of London, unless the carriage contracted for hereunder was to or from the United States of America, in which case suit must be brought exclusively in the United States District Court, for the Southern District of New York and U.S. law shall apply. In case however the Carrier intends to sue the Merchant the Carrier has also the option to file a suit at the Merchant's place of business, at the Port of Loading or at the Port of Discharge at Carrier's option. The Carrier shall be entitled to avail itself of all the terms and conditions of onward carriers, including such Carriers' forum selection and limits of liability. Freight Charges Payable at No. of Original Sea Waybill Place and Date of Issue Signed for and on behalf of NANAMI Shipping BV

1. DETAILITIONS

Carriage Time the whole or any part of the operations and services of whatcover nature undertaken or performed by or on behalf Carriage Time in extens to the obotic overest by the Sea Waybill including but not limited to the beading, transport, unleading, storage, werehousing and handing of the Books and related documentary customs and if processes.

"Carrier" means the company stated on the front of this Sea Waybill as being the Carrier and on whose behalf this NOOCS-sea waybill has been issued, relating a Nearmal Lines.

"Carrier" in includes the light and all openses or monetary obligations payable to the Carrier in accordance with the applicable Tarift, this Sea Waybill, including state, decurrance and extension and any further obligations due as per the coations of the part amounted.

"Combined Transport" arises if the Carrier has indicated a Place of Decelipt and or a Perior to Place and the Carrier in accordance with the payable to the Carrier in a post of the Carrier in the Carrier in a contract of the Carrier in Carrier

um at the manufacer case stipulates otherwise.
Person l'includes an individual, a partnership, a body corporate or other legal entity.
Place of Delivery' means the place at which the Carrier has contracted to deliver the Goods, when such place is other than the Port
of Oscharige. of Discharge.

Place of Recept" means the place at which the Carrier has contracted to receive the Goods, when such place is other than the Port of Incellon

position, which is the place of the place of Book Waghill Act, 1916 49 U.S.C., 801 or any amendments thereofs to the place of Book Waghill Act, 1916 49 U.S.C., 801 or any amendments thereofs. The proof Signment' arises where the Place of Bookyr and the Place of Bookyr are not indicated on the front of this Sea Waghill or to Proof Signment' arises where the Place of Bookyr and the Sea Waghill does not in the reconsider of the Place of Bookyr and the Place of

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2. CONTRACTING PARTIES AND SOPPÉ OF CONTRACT.

2. The contract evidenced by the Sac Waydli is between the Carrier and the Merchant All the persons within the definition of the Merchant data be pinntly and severally liable between the Carrier for its representations, varanties, understonings, agreements, displations, shall be parties of the Merchant was represented by the Sac supplicit.

2.2 The Merchant warrants that in agreeing to the terms and conditions in this Sea supplicit.

2.3 The Merchant warrants that in agreeing to the terms and conditions in this Sea waydli.

2.4 In the Carrier of the Social Sea was supplicitly of the person sentent of the Social Sea Waydli. In the in the owner of the Social Sea was supplicitly of the person sentent of the Social Sea Waydli shall remain valid and enforcable, and the validity and enforcable of the three provisions, to the extent of such inconsistency, shall be nell and void. In the remaining provisions of this Sea Waydli shall remain valid and enforcable, and the validity and enforcable that with any other case shall not threely be affected.

2.4 Subject to contrary compulsory applicable leav in the individual case, provisions herein which exempt, exclude, relieve or limit the liability of Carrier, is sensinal, agents or Sac Contractors shall be possible and enforced involvabilitating (i) any accordant particulation of the second consistency of the contractors of the operative and effective northinistancy of the contractors and the provision of the Sac Contractors shall be possible and enforced consistency or cause of any loss or Sab Contractors shall be operative and effective northinistancy (ii) any accordant particulation of the second part of the member or causes whethouse.

3. SISP-CONTRACTING AND NORTHMITES.

3. SUB-CONTRACTING AND INDENNINES.
3.1. The Carrier shill be entitled to sub-contract or any Ferms the whole or any part of the Carriage.
3.2. The Meritant expressly agreed that no sub-contractor, agent or semant shall in any circumstances whelsoever be under any liability withstosever to be furched to ray loss, damage or delay of whatever with darking or resulting directly or indirectly from any act, neglect or ofeature, to the sub-contractor, agent or sevant's part while acting in the course of or in connection with the Goods or their Carriage.
3.3. The Merchant and identification, darking with ord barmiess the Carriar against any claim is reliability plant any express arising thereform) arising from the Carriage of the Goods insider as such claim or liability exceeds the Carrier's liability under this Sea wayfull, whether the action be found in contract or in fort.
3.4. The defences and limits of liability provided for in this Sea Wayfull shall apply in any action against the Carrier whether the action be found in contract or in fort.

be found in Contents or in Text.

A SCORP OF VIVINGE, DELAY, CONSEQUENTIAL DAMAGES

The except of vivinge herein contraded for may or may not include usual or customary or advertised ports of call whether named in this Sea
Weighli contract or not and may include inserpt of the Goods to or from any facilities used by the Carrier as part of the carriage, including
but not limited to off-tock storage. The Carrier does not promise or understate to load, carry or discharge the Goods on or by any particular
Vesses, date or time. The Carrier should revertheless be held legisly laide for any actification for in Infect or indirect or consequential loss or damage
cassed by such alleged delay, such lability shall in no event exceed the Freight paid for the carriage.

Sometime 1 Such and Sea of the Carrier should revertheless be held legisly laide for any such factor indirect or consequential loss or damage.

Vision district or time. If the Caurier should revertheless be held legally liable for any such direct or indirect or consequential loss of change caused by such allegal all no event occasion of the regist paid of the regist paid of the caurier.

5. CARRIFFS LIABILITY

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5) Exercise a children per both pe

Willy all as its multi-considered by the Merchant to procure Carriage by an intind carrier and use many control of the carriers is requested by the Merchant to procure Carriage or the act or ornisolane of such interface or the act or ornisolane of such interface or the act or ornisolane of such interface and the Merchant can prove at what stape the loss or damage occurred capital or applicable to the means of transport utilized, if such convention, national law or regulation applicable to the means of transport utilized, if such convention, national law or regulation would have been computerly applicable in the case where a separate contract had been made in recept to the particular stage of transport convention, national law or regulation would have been computerly applicable in the case where a separate contract had been made in recept to the particular stage of transport convention, national law or regulation would have been compositively applicable in the case where a separate contract had been made in recept to the particular stage of transport convention, national law or regulation would have been compositively applicable to the means of transport delice of the substitution of the case where a separate contract that develope the substitution of the case where a separate contract that the case of the substitution of the case where a separate contract that the case of the substitution of the substit

not be established by the Merchant, then the loss or damage shall be presumed to have occurred age and the Carrier's liability shall be determined as provided at 5.1. above.

5.3. Carrier shall be relieved of liability for any loss or damage or any other matter whatsoever arising or resulting from (i) any cause or event which Carrier could not have reasonably avoided, prevented or foreseen; or (ii) compliance with instructions or directions of the

event winch Carrier could not have reasonably avoided, prevented or foreseaver, or (ii) compliance with instructions of the Meterated or any present authorized to give related and the control of the desired and the first control of the present and the related transparent for the three Clariff and the section of the Sect

### 5. CARRIER'S RIGHTS AND DEFENCES

again or load-collinated), with the instructions of a Person entitled to give them; (iii) the lack of, or defective condition of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when

(ii) the back of or defective condition of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not propely packed:
(iii) handling, bading, stowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant;
(iv) handling, bading, stowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant;
(iv) institutioner) or insidepacy of marks or numbers on the Goods, covering, or unit loads;
(iv) institution or stoppage or restraint of labour from whatever cause whether pertail or general;
(ivi) an act, neglect or default in the manipation or management of the Vessel occurring during carriage by water;
(ivi) an act, neglect or default in the navigation or management of the Technology of the carrier or task of the cerebrate of the disprace to make the Vessel occurring the second of the carrier of task of the reception, carriage and preservation of the Oa an polar inclusion that carriage has the order of the carrier of task of the reception, carriage and preservation of the Oa an polar inclusion. (x) a nuclear incident; (xi) any other cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of

(9) Biffy Offer cases or event within the currier custor in assessment of present the classes? The Carrier shall only be liable to the extent that another causes at sub-classes? The Carrier shall only be liable to the extent that another causes contributed to the loss or damage.

(5) The rights and deterions of Carrier provides on this Sea Waybill shall apply in any action or claim against Carrier for any loss or damage whatcoover and howeover occurring part without restricting the generality of the foregoing, including disks, late delivery, non delivery and/or or delivery without carriered or this Sea Waybill whether the action or claim be foundful or noticent, for buildiers (i.e., the reach of opposite or delivery without carriered or this Sea Waybill whether the action or claim be foundful or noticent, for buildiers (i.e., the reach of present or delivery without carriered or this Sea Waybill whether the action or claim be foundful or noticent, for the limit of the carrier of the sea Waybill whether the action or claim be foundful or noticent, for the limit of the contract or or the level of the contract or or the part of carrier of the forest, employees and the Sea Contraction.

on the part of carrier, its offices, employees and/or Sub-Confractors.

(in the Contrivation is entired to plan or inflor) to this Sea Wapplib shall operate to deprive or limit such entitlement the full benefit of, and rights to all illinitations and exclusions of liability and all rights conferred or authoritized by any applicable law, statulities or regulations of any country (including, but not limited to where applicable any provisions for the less of the U.S.A.) and without projection to the generally of the foreigning also any law, statule or regulations available to the owner of the Vessel's low within the Goods are carried. The Carrier shall have the benefit of the said law, statulities or regulations as all the works when even of the Vessel's all apply prod only in respect of loss or drawing to the Goods, but an also application in the vent of the Vessel's of the Goods or loss caused to the Merchant (or any or of them) which are presented in the Carrier of the Condition of the Conditio

## **NANAMI Shipping BV**

(a) Subject to the Carrier's right to limit liability as provided for within the Sea Wayfull, the Carrier's liability shall be calculated by reference to the invoice value of the Goods at the place and time at which they were accepted for Carriage. If there is no (or no home talling invitor value of the Goods, such north reference to the market value of the goods of the same or similar kind and quality at the place and time the goods are included by reference to the market value of the goods of the same or similar kind and quality at the place and time the goods are included by the Carriage the Carrier's liability shall in on event exceed the amounts provided for in the applicable rules.

When the histogen compensation shall not exceed the limitation of liability of GPP 100. String lawful currency per kind of goss weight of the Goods for, damaged or in respect of which the claim of valuebower nature arises unless 61.1, day gains.

(if or shipments to or form the LS, the liability of the Carriage and in exceed USS DOO per Alonge or catacharay freight unit, or any leaser initiation afforded by classes 62.

(if all other cases of the control to t

The control of the proper forum and notice thereof is given to the Cartier within one (1) year after delivery of the Goods or the data that the Goods should have been delivered for claims related to loss or dramage during the Port to Port carriage, and for claims related to loss or dramage during the Port to Port carriage, and for claims related to loss or dramage during the Port to Port carriage, and for claims related to loss or dramage during the start or or shared to lose the shorter of nine (8) months or any time limit provided for by any applicable international convention, national asse, regulation or contract.

6.4. Notice or loss or Damage in the Carrier and the Cooks as described in this Gas Nighell unless notice of loss of starting and the loss or dramage, and that he been given in unless place to Carrier and 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 Sea Wayall or, if the loss or dramage, and him there conscender deep thereafter.

The defences and limits of labelity provided for in this sea weight! shall apply in any action against the Carrier whether the action be found in contract, chilament, but heads of logical arrange or contract, chilament, but heads of logical carriage or contract, chilament, but heads of logical carriage, and contract, chilament, but heads of logical carriage or contract, chilament, but heads of logical carriage or control control carriers or control.

7.1. Merchant warrants to Canter as follows: (g) in accepting this Sea Waybill, Merchant agrees to be bound by all stipulations, exceptions, terms and conditions on the face and back thereof, whether written, buged, stamped or printed, as fully as if signed by Merchant; (g) in accepting this Sea Waybill, Merchant accepts and is authorized to accept the said stipulations, exceptions, terms and conditions for itself and for all other persons within the meaning Merchant?

laxer, rules and regulations;
(if the Good Sedered to Carlier are properly packed, prepared, marked, numbered and addressed and are suitable for the Clarifage; and
(ig) Merchart shall comply with all applicable laxer, regulations, rules, requirements, directions, recommendations, guidelines of customs,
cord, innovic eport and offer authorities.
(2) Merchart shall inclemently Carlier from and against any and all liabilities incurred due to a breach of any of Merchart's obligations,
and the control of the residence of the Sede Weight.

port, import, export and other particular characteristics.

72. Merchant shall indemnity Carrier from and against any and all liabilities incurred due to a breach of any of Merchant's obligations, 72. Merchant shall indemnity Carrier from the Sea Wolphill.

8. BESCEPTION OF BOODS.

8.1 This Sea Wolphill shall be primar face inventors of the record by Carrier from the Merchant in apparent good order and condition, except as otherwise noted, of the total number of Containers or other Paskages or Units indicated on the front here of as that number of containers or packages or units indicated on the front here of as that number of containers or other Paskages or Units indicated on the front here of as that number of containers or packages or units indicated on the front here of as that number of containers or packages or units indicated on the forth here of as that number of containers or packages or units indicated on the forth there of as that number of containers or packages or units indicated on the forth there of as that number of containers or packages or units in comparability with account in registration of the containers or packages or units in comparability with account in registration of the forth packages or the packages of the forth packages or package

integral solutions of stocknesses, and in that any incorrection or potentially disripance, or characteristics of the cooler share been fluidy discouled by or on behalf of the Marchard and that they in characteristics of the cooler share been fluidy discouled by or on behalf of the Marchard and that they will not cause loss, discharge or expense to the Counter, or this synther care, or this synther care of the counter of th

INSPECTION OF GOODS

Carrier and any person authorized by it may (but is not obliged to), without notice or liability to Merchant, open and/or scan any taken or package at any time and at any place and inspect, examine, weigh or measure the contents thereof. All related expenses the borne by Merchant.

shame the burner by Merchant.

9.2. If by the order of any proper authorities, the Goods or a Container in which the Goods are skilled has to be opened for inspection, Carrier shall not be label to any loss, damage or deby incurred to the Goods, the Carriage or the carrying Vissost. The oct of opening, unstuffing, inspection, repacking and any other costs shall be recoverable by Carrier from Merchant as part of the Frieight.

10. OUNTAINERS.

Interesting inglexing and any other bases after the texture received by the property of the pr

10.2. Merchant Packed Container
[9] If a container has to the engaged by or on behalf of the Carrier, the Merchant shall inspect the container for suitability for carriage of
the Goods before packing It. The Merchant's use of the container shall be prima believe involved for the inspiration of the Goods before packing It. The Merchant's bear of the Container of packed by Carrier is "Merchant Packed Container" as acknowledgement of
the recept only of that Container and not its contents. Carrier assumes no liability for any loss or diamage whatboever to the contents of
such Container strings or ordinare has been packed;
the manner is which the Container has been packed;
the manner is which the Container and the Container;
of the Container are many of the container and the Container;
of the Container are contained the Container;
of the Container and Container and the Container and the

refrigeration controls thereof;
the packing in the Container of temperature controlled Goods that are not at the correct temperature for Carriage.
(I) The Merchant is responsible for the packing and sealing of all Merchant-packed Containers and, it a Merchant-packed Container is all the International containers is all the Container is all the International containers is all the Container is all the International containers is all the Containers in the Container is all the Containers in the Containers in the Container is all the Containers in the Contai so the control of the

The U.S. export ocean trades.
(b) in the event of any non-compliance by the Merchant of Clause 10.3. (a) or where Carrier reasonably believes the verified gross mass information provided by or on behalf of the Merchant to be inaccurate or incompliebt, Carrier may, at its discretion, establish the total gross mass at the Merchant soci using callarative and certified equipment of each peaked Continer (FLQ) or the total gross mass at the Merchant ocean country of the continer of the Carrier of the C

11. DANCEROUS GROOM
11. DA nt undertakes to comply with all laws and regulations that may be applicable during the Carriage concerning or

Table the chain indertakes to comply with an laws and regulations that Containers or any other heavy lift cargo.

12.2. In the event of any non-compliance by the Merchant of Clause 12.1.;
(a) Carrier shall be released of all liability in respect of the Goods;

shall Indemnify Carrier against all liability, loss or damage incurred by it by reason of such non-compliance; agents) may without notice and without liability to the Merchant (i) refuse to lead the Goods, or, (ii) if loaded, arrange at it and expense for the Goods to be landed and stored, and such landling and storage shall be deemed to constitute due

eliberry of the Goods under this Sea Waybill.

13. METHODS AND ROUTE OF TRANSPORTATION

And the search of the American Search of the Merchant:

13.1 The Carrier may at any time and without notice to the Nerchant:
§all earny means of transport of strange withoutseer;
§b) load or carry the Goods on any Vessel whether named on the front hereof or not;
§b) trader if the Goods on on Vessel whether named on the front hereof or not;
§c) trader if the Goods from one conveyance to another including for pranshipping or carrying the same on a Vessel other than the Vessel named
on the front hereof or by any other means of transport whitsoever and even though transhipping or carrying the Goods may not have
been contemplated or provided for herein;
(i) at any place urspack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever;
(ii) or any place urspack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever;
(ii) or or stay at any place witassever once or more dieth and in any order;
(ii) comply with any orders or encommendations given by any opportuner or authority or any Person or body acting or purporting to act as
or to helaff of such opverment or authority or lawing under the terms of the insurance on the convegance employed by the Carrier the
right to give orders or indirections;
(iii) permit his Needs by proceed livedock, Goods of all kinds, dangerous or otherwise, containant, explosives, munitions or warlies stores
or set all mander (armended).

ast among or unarrane. These between many be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods, These between many be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods, by which will be a controlled the Carrier of the Ca

14. HINDAMCES AFFECTING PERFORMANCE
14.1. It any time the carriage is or likely be affected by any hindrance, risk, danger, delay, difficulty or disadvantage of whatsover kind and howsover arising which cannot be anoided by the Carrier by the exercise of reasonable endeanours, leven though the circumstances of the such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this contact was entered into or the Goods were received for the the Medicart and whether or not the carriage.

Well elicibied to use carriage prior claims may all as see concension and venuous notice. As a secondary control of the contracted per of the Chartapper of Pisco of Delivery, whichever is applicable by an alternative roade to that indicated in this Sea Wayfell or that which is usual for Goods consigned to the Port Of Declarage or Pisco of Develop; or of Develop; or of Sea Wayfell or that which is usual for Goods consigned to the Port Of Declarage or Pisco of Develop; or of the Control of the Cont

carriage, and the Metichal fishing any automost costs incurred by resource and the automost contrained.

International contrained and additional compensation for extra costs or expenses incurred by or for Carrier resulting from the circumstances for any of them referred to above.

15. NOTIFICATION, DISCHARGE AND DELIVERY

15.1. Any mention in this Sea Weybild in opticists to be notified of the arrival of the Goods is solely for the information of the Carrier. Failure to give any of them referred to above.

15. NOTIFICATION, DISCHARGE AND DELIVERY

15.1. Any mention in this Sea Weybild in opticists to the notified of the arrival of the Goods is solely for the information of the Carrier. Failure to give any of them referred to a down the carrier in any liability nor relieve the Menchant of any obligation hereands.

15.1. Any mention in this Sea Weybild in potential to the Menchant of any obligation hereands.

15.1. Any mention of cultation provided in Carrier's applicable for the Carrier's any liability or relieve the Menchant fails to take delivery of the Goods within the time and at the place for cultation provided in Carrier's applicable fails, or otherwise and relief to the Menchant fails to take delivery of the Goods within the time.

15.1. If in accordance with the applicable custom or practice or two or regulation or pursant to orders a situate. If the Carrier is applicable custom or practice or two or regulation or pursant to orders or instructions of any government, customs, port of the Menchant State Carrier.

15.1. If in accordance with the applicable custom or practice or two or regulation or pursant to orders or instructions of any government, customs, port or other authory or any other person acting or purporting to act so or or all orders and the customs of any agreement or authory, such and the custom of any government, customs, port or other authory or any other person acting or purporting to act so or on the Carrier.

15.1. If in event that the Carrier is the applicable custom or practice or two

Of both the Carrier will always be effected to receive in full fine Pringit and all costs in relation herewith agrees to rue rus pre-numerous of drout, the Carrier will always be effected to receive in full fine Pringit and all costs in relation herewith agrees to rue rus pre-numerous of drout fine Pringit for the Carrier shall be liable therefor and also for any opprise themselves considered on the basis of the Shipper's periodus and rif such particulars are found to be enroreous and additional Friegit to papile, the Merchant data be liable therefor and iso for any opprise themselves considered and the upon received or the Cooks by the Carrier, whether the Friegit is prepaid or collect and the Carrier shall be entitled as all Friegit to a under all circumstances, ship and/or carp jost or not lost, or the vogage absorbioned. All Friegit shall be paid when deem without set of, counter deans or deducate, shelder and a few upon remover places or the particular stantion is drawn to the provisions therein relating to the strategy time and to container and vehicle demungae. Copies of the Smith stantion is drawn to the provisions therein relating to the strategy time and to container and vehicle demungae. Copies of the Smith stantion is drawn to the provisions therein relating to the strategy time and to container and vehicle demungae. Copies of the Smith stantion of the Carrier shall prevail.

1.4. A Custations as so Friegit, rates of duty, insurance premiums or other charges or fees given by Carrier are or information only and are subject to charges without notice and shall not under any incumentances be binding upon Carrier.

1.5. All Friegit, induction grade of extensive, debugglated of the containers and the contingencies relative to Friegit in the Carrier shall be made in the carrony promoted in the Swe Weddli of it the Carrier commonated into each grade and the contrainers of the contrainers of the contrainers of the contrainers and the contrainers and the contrainers and the contrainers and the contrainers and

to 6. The Merchant shall be liable for all Freight, and other money papele by any the Merchant including all advances made by Carrier in Carrier's own discretion and additional or return Freight on the Goods if they are refused export or import by any government body or authority or for any reson whatoever.

16.7. Carrier shall be entitled to require the Merchant to produce commercial invoice for the Goods or other evidence of their value and to inspect, reveryll, re-measure and re-reducted the Goods. If the particulars furnished are found to be incorrect, then without projuction to inspect, reveryll, re-resource and re-reducted the Goods. If the particulars furnished are found to be incorrect, then without projuction. Carrier's other rights, the Merchant shall pay Carrier the correct Freight (less any Freight datably page). All costs and expresses incurred by admitted the contraction of the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant are as out. The Merchant and Inchming Courfer from the Merchant and as out. The Merchant and Inchming Courfe

onding amy of the other sub-clauses contained in this Clause 16, for U.S. Carriage, Carrier may opt to be exempt from tariff puments per 46 C.F.R. §520 and 532. Carrier's Rules Tariff are provided free of charge to Shipper at www.nanamishipping.com

EH
The Carrier, its servants and agents shall have a lien on Goods and any documents relating thereto for all sums whatsoever, including
that General Average contributions to witnonsoever due, due at any time to the Carrier under this Sea Wayfull.
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
and other contract.

If ally their any resistant got some war ownersy or wire account of got any legal expense.

17.4. To entroy and scalidly the Carrier's lein, the Merchant pieces mandate and the Carrier shall have the right to sell or otherwise dispose of the accrementation of the accrementation of the accrementation of the Merchant, provided that the Carrier has used measurable editors to notify the object and the contract without any shall be object and the contract accounts and the contract the contract accounts and the contract accounts and the contract accounts and the contract accounts and provided that the contract accounts and provided that the contract accounts and the contract accounts and provided and any provided and account accou

20. GENERAL AVERAGE AND SALVAGE

ERAL AVERAGE AND SALVAGE

intering yell-claim (a local and local and local all local all local all local all local and local are controlled in the York/Antwerp Rules of 1994 at any place at the option.

The New Jason Clause as approved by BIMCO (obtainable mod Carrier upon request) is deemed incorporated herein. General on a vessel not operated by Carrier shall be adjusted according to the requirements of the operator of that vessel, inclinate and inclinate and the provide control and influently affect in respect of any claim for a Secretar Anterior particular that and shall provide independ for security as Carrier may consiste sufficient to over the estimated General-Average contribution of the Goods and any salt-operation and the provide shall be under no obligation. Such depend or sourch yshall for someption of Unime, the provided Carrier print ordering of the Goods. Interior shall be under no obligation to be any steps whatbeever to exercise any tien or collect or procure any security for General contribution due to the forcibility.

Average contribution due to Netrotin.

2.1 (RDEC MAURIES)

White of precision to any rights or privileges of the Carriers under this Sea Whyhill, dook receipts or booking contracts or under applicable.

White of precisions of law, in the west of ware hostilles, wastlee operations, side, civil insurranctions, enthappes, blockades, port congestion, strike, imminent eithise or harbour disturbances, widespread relactional power failures effecting port operations, 45ct of Cost including enthquakes, experiences with commercial inferences are single or any operational authority persimple meter or any other distillar interferences with commercial inference are single from the above conditions and affecting the Carrier's operations, the Carrier reserves the right to cancel any scalaring blooking or contact of Carriage, or to out estimaters by any other means of transportation whether by all-water, all-water or land-water in accordance with rates, charges, rules and regulations established in this tariff that would have applied in the above cord the Force Majories condition and subject to sea Wayfull provisions set forth in the governing sea Wayfull tariff that are

applicable to actual routing of the cargo.

22.1 Notice of Cautins, Timbe Bank AND JURISDICTION

22.1 Notice — of loss or damage to Goods shall be given in writing to the Carrier or its agent at the Port of Discharge before to at the lime of delivery, notice must be given within three (3) days of delivery
the Macrobart or its agent. Claims shall be scharmited in writing addressed by the Merchant to the Carrier's agent at the Port of Discharge.

22.2 Iline bar — In wall park. Claims shall be scharming of must all labelly full set for commenced within one (1) year date delivery
the Goods or the date that the Goods should have been delivered for claims related to loss or damage during the Port-b-Port carriage, is
the Carrier of the Carrier of the Carrier or any firm item provided for by any application.

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

# the Merchant the difference neutreal rise amount of the Merchant the difference neutreal neut

19. ABADIOMIMENT OF GODDS

19.1 Without precision to Carrier's other rights and defenoes, in the event that (a) the Merchant fails to take delivery of the Goods within 14 days from the first date the Coods are available for collection pursuant to Clause 15, or (b) Carrier reasonably considers that there is any tensicity by the Merchant of any of the Merchant's warrantes or underlooking contained herein including without initiation those in Clause 17 or 12 or (r) in the sole opinion of Carrier the Goods are level by to deteriorate, desay, or become worthless or cause any danger to the Visesol or of the goods or property or any person or in undergoes, or the Goods carnet safely or property be carrier or careful further at all or without incurring additional expenses then Carrier may (but without collapsion) at any time in (s) is described and without liability and include to the Merchant or returning any Octor order (s) in pyrinate belay or public active or or elevation designed or of attainion or so then Ecolos active or or or allow, under cover or in the open, at any place of the selection of the Merchant are carriering or too the Merchant are considered for the Merchant or the Sockley-Sill The Merchant stall indemnity. Cereir from and againet any and all liability and all costs of any kind neutron by Carrier in relation to such sale, disposal, abandonment and storage.

for claims related to loss or claimage during Inland Transport the shorter of nie 69, months or any time limit provided for by any applicable international convention, nuthoral law, requisition or contract by vitted or claimses.

22.3. Except as otherwise provided herein any claim or dispate arising under this Sea Waybill shall be governed by the laws of England and determined in the light Court of London be the exclusion of the justication of the Courts of any other piace unless the carriage contraction for hereafter visas to or from the United States of America, in which case sust shall be filled exclusively in the United States Deferred Court, for the Sumbern States of New Work and U.S. and self-acclusively shy in teach reviewer the Camer intensit to see the Metricular the Camer has also the egipton to the a suit at the Metricular the Camer of the Camer and Camer of the Metricular the Camer of the Sucharian of Extent and Extendition of the Camer of the Camer of Camer of the United States of the Camer of Camer Camer of

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