

EXPRESS SEA WAYBILL

DANMAR LINES

for combined transport or port to port shipment

Registered Office: Danmar Lines Ltd, P.O. Box 2680, 4002 Basel (Switzerland)

<b>Shipper</b>  GROVARA LLC 21 S 11TH STREET STE 423 PHILADELPHIA PA 19107 UNITED STATES		<b>Document No.</b>  S2104248240 / C2102041655	<b>B.L. No.</b>  NYP42129
		<b>Reference No.</b>	
<b>Consignee</b> (not negotiable unless consigned "to order", to the order of a named person, or "to bearer")  WHOLEGOOD 20-21 FAIRWAY DRIVE GREENFORD UB6 8PW UNITED KINGDOM		<b>Forwarding agent - references</b> (complete name and address)  DHL GLOBAL FORWARDING 33 WASHINGTON STREET, 13TH FLOOR NEWARK NJ 07102 UNITED STATES TEL: +1 973-639-1989	
<b>Notify</b>  WHOLEGOOD 20-21 FAIRWAY DRIVE GREENFORD UB6 8PW UNITED KINGDOM		RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated in the field below entitled "Number and kind of packages: description of goods" subject to all the terms hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF ("TERMS AND CONDITIONS")) from the place of receipt or the port of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. In accepting this Bill of Lading, the Merchant (as defined in the Terms and Conditions) expressly accepts and agrees to all its terms, conditions and exceptions whether printed, stamped or written, or otherwise incorporated (including without limitation the Terms and Conditions).  IN WITNESS WHEREOF the number of original Bills of Lading stated below all of this tenor and date has been signed, one of which being accomplished the others to stand void. The Carrier accepts a duty of reasonable care to check that any document which the Merchant surrenders as a bill of lading is genuine and original. If the Carrier complies with this duty, it will be entitled to deliver the Goods against what it reasonably believes to be a genuine and original bill of lading, such delivery discharging the Carrier's delivery obligations. Where this Bill of Lading is marked "Express Sea Waybill" (in which case all references in this document and the Terms and Conditions to this "Bill of Lading" shall be deemed to refer to this "Express Sea Waybill"), delivery may be made (after payment of any outstanding Freight) at the sole discretion of the Carrier, to the nominated person only upon proof of identity. Such delivery shall constitute due delivery hereunder.	
<b>Vessel</b>  MOL EXPERIENCE	<b>Voyage No.</b>  080E	<b>For the release of goods apply to:</b>  DHL GLOBAL FORWARDING 33 WASHINGTON STREET, 13TH FLOOR NEWARK NJ 07102 UNITED STATES Te1: +1 973-639-1989	
<b>Place of receipt</b>  LONG BEACH, UNITED STATES	<b>Port of loading</b>  LOS ANGELES, UNITED STATES		
<b>Port of discharge</b>  SOUTHAMPTON, UNITED KINGDOM	<b>Place of delivery</b>  GREENFORD, UNITED KINGDOM		
<b>Marks and Nos.</b>  HS CODE: 220299	<b>Number and kind of packages: description of goods</b>  1 x 40RF CONTAINER 1360 Piece(s) PERISHABLE BEVERAGES TEMP 33 F	<b>Gross Weight</b> in kilos 13571.000 KG	<b>Measurement</b> in cubic meters 50.000 M3

\*Shipper Load and Count  
ITN: X20211021720273

SHIPPED ON BOARD 10-NOV-21  
\*\*\*Freight Prepaid\*\*\*

Container	Seals	Type	Weight	Volume	Packages	Mode	Temp	Humidity
TRLU1664906	441-1420	40RF	13571.000 KG	50.000 M3	1360 PCE	CY/CY*	33F	
1360 PCE	13571.000 KG	TA3	PERISHABLE BEVERAGES	TEMP 33 F				

Total No. of containers/packages: 1

ABOVE PARTICULARS AS DECLARED BY SHIPPER

Freight and charges	Quantity based on	Rate	Per	Prepaid	Collect
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FMC License No. 315NF	<b>Freight payable at</b>  LONG BEACH, UNITED STATES	<b>Place and Date of issue</b>  NEWARK, UNITED STATES 11-NOV-21
	<b>Number of original Bs/L</b>  0 (ZERO)	<b>Signed on behalf of the Carrier :</b> Danmar Lines Ltd. (FMC Org No. 028623)
	<b>DHL GLOBAL FORWARDING</b>  as agent	

The Carrier's liability is determined and limited in accordance with clause 8 of the TERMS AND CONDITIONS



Copy  
NOT NEGOTIABLE

## Danmar Line Bill of Lading Terms and conditions

### 1. DEFINITIONS AND INTERPRETATION

#### 1.1. Definitions

**Carrier** means Danmar Lines Limited, P.O. Box 2800, 4002 Basel (Switzerland), on whose behalf this bill of lading has been signed.

**Carrier's Agent** means a person acting on behalf of the Carrier, including any members of the Carrier Group, which arranged the Services and/or issued this bill of lading or of other relevant documents.

**Carrier Group** means those companies ultimately owned in whole or controlled by Deutsche Post AG.

**Container** includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate the Goods.

**Container Equipment** means any blades, wood platforms or equipment fitted in a Container or connected thereto or any hanging rail, frame or bars or equipment in the Container.

**Export Controls** means any prohibition or restriction on the import or export of goods imposed by any state, country, supranational or international governmental organisation or other relevant authority.

**Freight** includes all charges payable to the Carrier or any member of the Carrier Group or Carrier's Agents in accordance with an applicable tariff or this bill of lading.

**Goods** means the whole or any part of the cargo, described on the front of this bill of lading and includes any packaging or Container not supplied by or on behalf of the Carrier.

**Hague Rules** means the provisions of the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading set at Brussels on 25 August 1924.

**Liabilities** include any and all claims, demands, losses, damages, liabilities, fines, penalties, costs.

**Merchant** includes the Shipper, Consignee, holder of this bill of lading, the receiver of the Goods and any person owning, entitled to or claiming the possession of the Goods or of this bill of lading or anyone acting on behalf of such person.

**Non US Carriage** means any element of the Services which is not US Carriage.

**Package** means the number of packages stated on the front of this bill of lading.

**Prohibited item** means any cargo or item which is subject to Export Controls or the import or export of which is prohibited or restricted under any Sanctions.

**Prohibited Person** means a person on any list of individuals or entities with whom transactions are currently prohibited or restricted under any Sanctions, including but not limited to the consolidated list of financial sanctions targets in the United Kingdom or the US list of Specially Designated Nationals.

**Relevant Authority** means any customs authority, customs inspection stations, port and harbour authorities and any other authorities having legal jurisdiction over any element of the Services and/or the Goods.

**Sanctions** means any sanction, prohibition or restriction imposed by any state, country, supranational or international governmental organisation or other relevant authority.

**SDR** means Special Drawing rights as defined by the International Monetary Fund.

**Services** means the whole or any part of the loading, packing, stuffing, transporting, carriage, unloading, unpacking, de-stuffing, storage, warehousing and handling of the Goods, any value added services and any other operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods and related documentary, customs and information technology processes (including DHL, Ocean Service).

**SOLAS** means the International Convention for the Safety of Life at Sea of the International Maritime Organization as supplemented by the SOLAS Guidelines, as amended from time to time.

**SOLAS Guidelines** means the Guidelines regarding the verified gross mass of a container carrying cargo (MSC 1/Circ 1475) published by the International Maritime Organization.

**Sub-contractor** includes owners, charterers and operators of Vessels (other than the Carrier), stevedores, terminal and/or groupage operators, road, rail and air transport operators, forwarding agents, liner agents, customs brokers, warehouses, longshoremen, and any independent contractors, servants or agents employed by the Carrier in performance of the Services and any direct or indirect sub-contractors, servants or agents thereof jointly with the Carrier or not.

**Underlying Bill of Lading** includes any bill of lading (negotiable or non-negotiable), waybill, cargo receipt or other document pertaining to the transportation of the Goods issued by a Sub-contractor to govern its carriage obligations.

**US Carriage** means any carriage to, from and/or through the jurisdiction of the U.S.A.

**US COGSA** means the United States Carriage of Goods by Sea Act 16 April 1936.

**Vessel** means any waterborne craft used in the performance of the Services under this bill of lading including but not limited to ocean vessels, feeder vessels, barges and inland water vessels whether named in the bill of lading or substituted vessel.

**1.2 A person** includes a reference to a government, state, state enterprise, corporation, body corporate, association or partnership.

**1.3 Any words** following the word **including** shall be interpreted without limitation to the generality of the preceding words.

### 2. ABOUT THIS BILL OF LADING

**2.1** This bill of lading is not a negotiable document of title unless consigned "to order", to the order of a named person, or "to bearer".

**2.2** Request for substitute bills may only be made by the lawful holder of an original bill of lading who at the material time holds the full set of original bills of lading. The holder of a bill of lading may only issue substitute bills of lading at the person making the request providing the Carrier with (a) the full set of the original bills of lading and (b) a bill indemnity issued by a first class bank acceptable to the Carrier for all any liability and expenses arising out of the request for substitute bills.

**2.3** This bill of lading is only *prima facie* evidence of the particulars of the Cargo received which the Carrier had reasonable means of checking.

**2.4** In addition to being able to rely on this bill of lading, the Carrier has, absent Compulsory Legislation providing otherwise, the right to avail itself of and invoke any limitation or exclusion of liability, immunity, defence, right, remedy and/or law and jurisdiction clause contained in any Underlying Bill of Lading as if the Carrier were the carrier referred to in the Underlying Bill of Lading (copies of said terms of an Underlying Bill of Lading being available to the Merchant at any office of the Carrier upon request).

### 3. MERCHANT'S WARRANTIES AND RESPONSIBILITIES

**3.1** The Merchant warrants that:

**3.1.1** in accepting this bill of lading and agreeing to the terms of this bill of lading it is, or is the agent of and has the authority of, the person owning or entitled to the possession of the Goods and this bill of lading or of the person who is or may become interested in the Goods and this bill of lading

**3.1.2** the description and particulars of the Goods, including that required under clause 5.3.1 and marks, numbers, quantity and weight as set out on the front of this bill of lading (I) have been checked by the Merchant on receipt of this bill of lading (II) are full and accurate, and

**3.1.3** the Goods contain no drugs, prohibited or stolen goods, contraband or other illegal material or substance or stowaways;

**3.1.4** the receipt, carriage or the delivery of the Goods will not expose the Carrier to any claim for a violation or infringement of any third party intellectual property rights;

**3.1.5** the Goods have been properly and sufficiently prepared, packed, stowed, labelled and/or marked by or on behalf of the Merchant, and the preparation, packing, storage, labelling and/or marking are appropriate to the carriage and any operations or transactions that may be affected by the Goods and any applicable law;

**3.1.6** neither the receipt, carriage, delivery nor the import of the Goods (including any insurance arranged by or on behalf of the Carrier) nor any payment or other transaction relating to the Goods or this bill of lading will or might expose the Carrier, the Carrier's Agent, the Sub-contractors or any of their employees, servants, agents, insurers or reinsurers to any Sanctions (or any risk of sanction, prohibition or penalty) whatsoever imposed by any state, country, international governmental organisation or other relevant authority.

**3.1.7** none of the persons falling within the meaning of Merchant is a Prohibited Person or is owned or controlled by or is acting on behalf of a Prohibited Person;

**3.1.8** the Goods do not include a Prohibited item, the possession, carriage, importation or exportation of which violates any applicable law, including without limitation, any Export Controls or Sanctions;

**3.1.9** the Goods will have all import or export licences and other documentation necessary to comply with all applicable laws and all regulations or requirements of any Relevant Authority relating to the Goods;

**3.2** The Merchant shall, and shall ensure that any person acting on its behalf, comply with all applicable laws, regulations or requirements of any Relevant Authority relating to the Goods, and the provisions of all licences, permits, consents and directions given by any Relevant Authority in respect of the Goods;

**3.3** The Merchant shall be responsible, and reimburse the Carrier, for all duties, taxes, imports, levies, deposits, fines and outlays of whatever nature levied by or on behalf of any Relevant Authority or other authority in connection with the carriage of the Goods. Relevant Authority in relation to the Goods or by reason of any illegal, incorrect or insufficient declaration, marking, numbering or addressing of the Goods;

**3.4** All of the persons who fall within the definition of Merchant in clause 1.1 are jointly and severally liable to the Carrier for all the Merchant's warranties, undertakings, obligations and liabilities under or in connection with this bill of lading.

### 4. THE GOODS

**4.1 Dangerous goods** - The Merchant will not tender Goods which are or may become dangerous, hazardous, noxious (including radioactive materials), inflammable, explosive, or which are or may present a risk of damage to any property or person whatsoever (Dangerous Materials) unless the Merchant, or someone acting on its behalf, gives the Carrier written notice of the nature of the Dangerous Goods prior to the Carrier's receipt of the Goods and the Carrier expressly agrees in writing to deal with the Dangerous Goods. The Merchant's notice will include all information necessary for the Carrier to perform its obligation in connection with the Dangerous Goods in accordance with all applicable laws, regulations or requirements (or any combination of the foregoing), including without limitation information about the characteristics of the Dangerous Goods, the appropriate manner and method of storage, handling and transportation of the Dangerous Goods. The Dangerous Goods must be distinctly marked on the outside so as to indicate the nature and characteristics of the Dangerous Goods and so as to comply with all applicable laws, regulations and requirements. Additional charges may apply to the handling of Dangerous Goods. If any Dangerous Goods are tendered in breach of any of the provisions of this clause, they may at any time or place be unloaded, destroyed, disposed of, abandoned or rendered harmless, as circumstances may require, at the Merchant's cost and without compensation to the Merchant and without prejudice to the Carrier's right to the Freight.

**4.2 Goods requiring temperature/environmental control** - The Merchant will not tender Goods which require temperature, ventilation or any other kind of environmental control (**Special Control**) unless the Merchant, or someone acting on its behalf, gives the Carrier notice of the Special Control requirement prior to the Carrier's receipt of the Goods and the Carrier expressly agrees in writing to deal with such Goods. The Merchant's notice will include the nature of the Goods, the particular temperature range, ventilation or other special controls to be maintained. The Merchant undertakes that any Container loaded by or on behalf of the Merchant has, where appropriate, been properly pre-cooled or ventilated and is thermoisolatic or other controls have been properly set before receipt of the Container of Goods by the Carrier. If the above requirements are not complied with the Carrier shall not be liable for any loss or deterioration of damage to the Goods caused by the Goods not being as the required temperature or properly ventilated or in the required environment. The Carrier shall not be liable for any loss of or damage to the Goods arising from defects in or failure, breakdown, stoppage of the temperature controlling, ventilating or any other specialised machinery, plant, insulation or any apparatus of any Container or Vessel, provided that when the Container is supplied by the Carrier, the Carrier has exercised reasonable care to maintain the Container. The Carrier's attention is drawn to the fact that refrigerated Containers are not designed to freeze down or cool down Goods. The Carrier has been presented for loading at below their designated carrying temperature, nor are they designed to control humidity levels. The term "apparent good order and condition" when used in this bill of lading with reference to Goods which require special Control does not mean that the Goods when received were verified by the Carrier as being at the designated carrying temperature, or properly ventilated or in the required environment.

**4.3 Deck cargo** - The Carrier has the right to carry the Goods, whether packed in Containers or not, under deck or on deck without notice to the Merchant. If the Goods are carried on deck, the Carrier shall not be required to note, mark or stamp on the bill of lading any statement of such on deck cargo. All Goods whether carried on deck or under deck shall participate in General Average. Goods carried on deck and which are not stated on the front of this bill of lading to be carried on deck shall be subject to the same liability for loss or damage under deck as 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 of Goods by sea or inland waterway however caused, whether caused by negligence or any other cause whatsoever.

**4.4 Inspection of Goods and provision of information** - The Carrier or any person authorised by the Carrier shall be entitled, but under no obligation, to open any Container or pack or any other packaging in which the Goods are contained, to inspect the goods or information about the Goods contained in any electronic storage medium. The Carrier shall not be responsible for any delay or damage caused as a result of that inspection. Where data or information is protected by a password, details of that password shall be provided to the Carrier by the Merchant on request. The Merchant agrees to provide the Carrier immediately on request with full information about the nature of the Goods and their intended use, as well as the identities of all parties which have any legal, financial or commercial interest in the Goods.

### 5. CONTAINERS

**5.1** Supply of Containers and Container Equipment by or on behalf of Carrier

**5.1.1** The terms of this bill of lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container and/or any Container Equipment to the Merchant.

**5.1.2** The Merchant, or a person acting on its behalf, shall inspect Containers and any Container Equipment before it is stuffed, packed, filled or loaded, and the use of Containers and any Container Equipment shall be prima facie evidence of the Containers and any Container Equipment being sound and suitable for use.

**5.1.3** If Containers supplied by or on behalf of the Carrier are unpacked at the Merchant's premises, the Merchant is responsible for returning the Containers, including any Container Equipment, empty, with interiors brushed and clean, colour true and undamaged to the Carrier or designated by the Carrier, his servants or agents, within the time prescribed by the Carrier. Should a Container and/or the Container Equipment not be returned within the time so prescribed, the Merchant shall be liable for any detention, loss or expenses (as set out in the agreement between the Carrier and the Merchant) if any, or, where there is no such agreement, the detention, loss or expenses payable under this clause will be as charged to the Carrier by the relevant Sub-contractor which may arise from such non-return.

**5.1.4** The Merchant shall be responsible for any loss of, damage to, contamination or soiling of any Container and/or any Container Equipment supplied by or on behalf of the Carrier.

**5.2** Merchant packed Containers

**5.2.1** If a Container has not been stuffed, packed, filled or loaded by the Carrier (**Merchant Packed Container**), the Carrier shall not be liable for loss or damage to the Goods caused by (a) the manner in which the Container has been stuffed, packed, filled or loaded, (b) the unsuitability of the Goods for carriage in the Container used, or (c) the unsuitability or defective condition of the Container, provided that where the Container has been supplied by or on behalf of Carrier, this clause 5.2.1 shall only apply if the unsuitability or defective condition would have been apparent upon reasonable inspection by the Merchant before or when the Container was stuffed, packed, filled or loaded.

**5.2.2** The Merchant shall ensure that all Merchant Packed Containers are properly sealed by the Merchant and the seal number shall be communicated in writing by the Merchant to the Carrier. If a Merchant Packed Container is delivered by the Carrier with an original seal intact, the Carrier shall not be liable for any shortage of Goods ascertained at delivery.

**5.3** SOLAS verified gross mass requirements

**5.3.1** Merchant shall provide Carrier with the total gross mass established using calibrated and certified equipment of each packed Container (FCL) or each package of Goods (LCL) carried pursuant to this bill of lading in accordance with SOLAS and the deadlines established by Carrier. Merchant acknowledges and agrees that Carrier will rely on the accuracy and timeliness of such gross mass information and will use this to comply with its obligations to Sub-contractors in accordance with SOLAS.

**5.3.2** In the event of any non-compliance by Merchant with clause 5.3.1 or where Carrier reasonably believes the verified gross mass information provided by or on behalf of Merchant is inaccurate or incomplete, Carrier may, at its discretion and without notice to the Merchant, elect to:

establish the total gross mass at Merchant's cost and risk, and as the Merchant's agent, using calibrated and certified equipment of each packed Container (FCL) or each package of Goods (LCL) carried pursuant to this bill of lading in accordance with SOLAS and the deadlines established by Carrier shall apply or

without liability to Merchant release to load the Goods (if the Goods are not yet loaded) or, if the Goods are loaded, arrange at Merchant's cost and risk for the Goods to be loaded and stored, and such loading and storage shall be deemed to constitute due delivery of the Goods under this bill of lading.

### 6. PERFORMANCE OF THE SERVICES

**6.1** Liberties

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

use any means of transport or storage whatsoever in the performance of Services;

transfer the Goods from one conveyance to another, including transhipping or carrying them on a Vessel other than that named on the front of this bill of lading;

proceed by any route in its discretion (whether or not the nearest or most direct or customary or advertised route), at any speed, and proceed to or stay at any place or port whatsoever, once or more often and in any order;

load or unload the Goods at any place or port (whether or not such port is named otherwise as the Port of Loading or Port of Discharge) and store the Goods temporarily at any place or port whatsoever, once or more often and in any order;

comply with any orders or recommendations given by any government or Relevant Authority, or any person acting or purporting to act as or on behalf of such government or Relevant Authority.

The Berkees set out in clause 6.1.1 may be invoked by the Carrier for any purpose whatsoever and whether or not connected with the Services, including loading or unloading of the Goods, undergoing repairs, towing or being towed, adjusting instruments, drydocking and assisting vessels in all situations. Any action taken by the Carrier under clause 6.1 shall be deemed to be included within the scope of the Services and such action and delay resulting therefrom shall not be deemed to be a deviation.

**6.2** Consolidation

**6.2.1** Carrier may stuff, pack, fill or load Goods in or on Containers and consolidate Goods owned by different persons.

**6.2.2** Goods stuffed, packed, filled or loaded into one Container and consigned to one person will only be delivered in a Container to the Merchant if all bills of lading in respect to the contents of the Container have been surrendered authorising delivery to a single Merchant or a single place of delivery. The Carrier may at its option unstuff the Container and in respect of Goods for which bills of lading have been surrendered, deliver them to the Merchant on a less than container load (LCL) basis against payment by the Merchant of Freight relating to the LCL Goods together with all costs incurred for any additional services rendered. Such delivery shall constitute full delivery hereunder.

**6.3** Notification and delivery

**6.3.1** Any mention herein of parties to be notified of the arrival of the Goods is solely for the benefit of the Carrier, and failure to give such notification shall not result in the Carrier assuming any liability but it shall relieve the Merchant of any obligation under this bill of lading.

**6.3.2** The Goods may be discharged, without notice, as soon as the Vessel is ready to unload, continuously day and night, Sundays and holidays included, and the Merchant or the Carrier, at its option, may immediately after the Vessel is ready to discharge them, the Carrier shall be at liberty to store the Goods, in a warehouse or in the open, at the risk and expense of the Merchant.

**6.3.3** If the Goods are undamaged within 7 days from discharge of the Goods from the Vessel, or whenever in the Carrier's judgment the Goods will deteriorate, decay, be damaged or incur charges, the Carrier may, at its discretion without further notice to the Merchant and without any responsibility affecting it, sell, abandon or otherwise dispose of the Goods solely at the risk and expense of the Merchant and apply any proceeds of sale in reduction of the carrier due to the Carrier by the Merchant.

**6.4** Matters affecting the performance of the Services

**6.4.1** If at any time the performance of the Services is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind (including the condition of the Goods or an Underlying Carrier becoming involved) which cannot be avoided by the exercise of reasonable effort, the Carrier may, without notice to the Merchant and whether or not the Services have commenced, elect to either:

test the performance of the Services as terminated and place the Goods at the Merchant's disposal at any place which the Carrier shall deem fit and convenient, whereupon delivery shall be deemed to have been made and the responsibility of the Carrier in respect of such Goods shall cease; or

without prejudice to the Carrier's continuing right to abandon the Services under clause 6.4.1(a) continue with the carriage of the Goods to the place designated for delivery.

In any event the Carrier shall be entitled to full Freight for Goods received for Services and additional compensation for any extra costs resulting from the circumstances referred to above in clause 6.4.1.

### 7. CARRIER'S AGENT AND SUB-CONTRACTING

**7.1** By accepting this bill of lading the Merchant confirms and agrees that any Carrier's Agent acts as an agent only.

**7.2** In addition to the liberties given to the Carrier under the other provisions of this bill of lading, it is agreed that the Carrier shall be entitled to sub-contract the whole or any part of the Services on any terms whatsoever.

**7.3** The Merchant undertakes that no claim or allegation in respect of the Goods and/or any Services whether arising in contract, bailment, tort or otherwise shall be made against any Carrier's Agent or Sub-contractor. If any claim or allegation should nevertheless be made against any Carrier's Agent or Sub-contractor, the Merchant agrees to indemnify and hold harmless the Carrier against all consequences thereof.

**7.4** Without prejudice to the generality of clause 7.3 and any other rights, duties and defences hereunder, all Carrier's Agents and Sub-contractors, for whom Carrier acts as agent or trustee to the extent of these provisions, shall be entitled to all defences, exemptions, immunities, limitations, liberties and rights of the Carrier, including the right to enforce any law and jurisdiction clause.

**7.5** The Merchant further undertakes that no claim or allegation in respect of the Goods and/or any Services shall be made against the Carrier by any person other than in accordance with the provisions of this bill of lading.

### 8. CARRIER'S LIABILITY

**8.1** The Carrier's liability in respect of any loss of or damage to the Goods or delay in the performance of the Services shall be determined and limited in accordance with the provisions of this clause 8 unless:

**8.1.1** in the case of US Carriage, an international convention or national law (including US COGSA) compulsorily applies (**US Compulsory Legislation**), in which case the liability of the Carrier will be determined and limited in accordance with the provisions of such US Compulsory Legislation;

**8.1.2** in the case of Non US Carriage an international convention or national law applies compulsorily to any element of the Services (**Non US Compulsory Legislation**), in which case the liability of the Carrier in relation to that element of the Services will be determined and limited in accordance with the provisions of such Non US Compulsory Legislation;

**8.1.3** and US Compulsory Legislation and Non US Compulsory Legislation are hereinafter referred to as **Compulsory Legislation**.

**8.2** Liability for Goods lost or damaged where no Compulsory Legislation applies

**8.2.1** The provisions of (i) Article 4(1) of the Hague Rules for Non US Carriage, and (ii) 28 USC 1304(1) of US COGSA for US Carriage, will apply to the carriage of Goods by sea or inland waterway.

**8.2.2** The Carrier shall not be responsible for loss of damage arising or resulting from:

subject to clause 8.2.4, any of the perils listed in (i) Article 4(2) of the Hague Rules for Non US Carriage and (ii) 28 USC 1304(2) of US COGSA for US Carriage;

breach of any of the provisions of this bill of lading by the Merchant;

handling, loading, damage or unloading of the Goods by the Merchant or any person acting on behalf of the Merchant; and

a nuclear incident if the operator of a nuclear installation or a person acting for it is liable for the damage under an applicable international Convention or national law governing liability in respect of nuclear energy.

**8.2.3** When the Carrier establishes that the loss or damage could be attributed to one or more of the causes or events specified in clause 8.2.2(a) to 8.2.2(4), it shall be presumed that it was so caused. The Merchant, however, be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of these causes or events.

**8.2.4** The perils listed in (i) Articles 4(2)(a), (c) and (d) of the Hague Rules for Non US Carriage and (ii) 28 USC 1304 2)(a)(i)(ii) of US COGSA for US Carriage will only apply to the carriage of Goods by sea or inland waterways.

**8.2.5 Non US Carriage** - For carriage which is between the Port of loading and the Port of discharge only, the Carrier shall have no responsibility for loss or damage to the Goods until they are loaded on board the Vessel and if that shall cease to have any responsibility for any loss or damage to the Goods once they have been discharged from the Vessel.

**8.3** Amount of compensation

If the Carrier is liable for loss of or damage to the Goods the liability of the Carrier shall be limited to the lesser of:

**8.3.1** the arrived sound market value of only those Goods damaged or lost (excluding insurance); and

**8.3.2** for Non US Carriage to which Compulsory Legislation applies, the amount set out in such Compulsory Legislation;

**8.3.3** for Non US Carriage to which no Compulsory Legislation applies, 200RE per kilo;

**8.3.4** for US Carriage, US\$800 per Package or per the freight unit billed for Goods not packaged.

**8.4** Ad valorem

Where the Shipper has declared a value for the Goods and the Carrier has stated such value on the front of this bill of lading as a "declared value", and provided the Shipper has paid the extra freight, the amount of the declared value shall be substituted for the limits laid down in this bill of lading. Any partial loss or damage shall be adjusted on a pro rata on the basis of such declared value.

### 8.5. Cargo insurance

Where the Merchant has requested insurance for the Goods and the Carrier has agreed in writing to provide such insurance, the Carrier agrees to effect such insurance as agent for the Shipper and such insurance shall be subject to the exceptions and conditions of the policies of the insurers or underwriters taking the risk, copies of which are available on request. Subject to any Compulsory Legislation, the Carrier shall have no liability for loss or damage to the Goods where insurance has been effected under this clause.

### 8.6. Liability for delay

Annual times are not guaranteed by the Carrier and the Carrier shall, under no circumstances, have any liability whatsoever for any loss or damage caused by delay. Without prejudice to the foregoing, if the Carrier is nevertheless found liable for loss or damage caused by delay, the Carrier's liability in respect of the same shall be subject to the limit of liability contained in clause 8.7.3.

### 8.7. General liability provisions

#### 8.7.1. Shipability provision

Nothing in this bill of lading shall appear to limit or deprive the Carrier of any liability for product, defence, exception or limitation of liability authorised by any applicable laws, statutes or regulations of any country. The Carrier shall have the full benefit of all the laws, statutes or regulations as if it were the owner of any carrying Vessel.

#### 8.7.2. Exclusion of certain losses

Subject to any Compulsory Legislation, the Carrier shall have no liability whatsoever for any loss of profit, loss of sales, loss of business, loss of goodwill or reputation or third party claims (in each case whether direct or indirect) or for any indirect or consequential loss.

#### 8.7.3. Overall liability cap

Subject to any Compulsory Legislation, the Carrier's maximum aggregate liability for all events which occur under this bill of lading (other than loss or damage to Goods) will be limited to an amount equal to the Freight paid.

#### 8.7.4. Notification of claims and time bar provisions

#### 8.7.5. Subject to any Compulsory Legislation:

The Carrier shall be deemed prima facie to have delivered the Goods undamaged and in full 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 be 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 hereunder. Under this bill of lading, the loss or damage to the Goods shall not be apparent within three consecutive days following delivery.

In any event the Carrier shall be discharged of all liability under this bill of lading unless a bill is brought within 9 months after the delivery of the Goods or the date when the Goods should have been delivered.

#### 8.7.6. Application of defences, limits and exclusions of liability

The defence, limits and exclusions of liability provided for in this bill of lading shall apply in any action against the Carrier arising out of or in connection with this bill of lading (including liability to damage to Goods and delay) and whether the action is founded in contract, bailment, tort, breach of express or implied warranty or otherwise and even if the loss, damage or delay arises as a result of unseaworthiness, negligence, wilful misconduct or fundamental breach of contract.

#### 8.7.7. Entire liability

Save as set out in clause 8.1 the Carrier shall not be liable for loss of or damage to any Goods or delay however arising (whether caused by negligence or otherwise).

### 9. INDEMNITY

**9.1** The Merchant shall promptly indemnify the Carrier, the Sub-contractor, the Carrier's Agents or any member of the Carrier Group, their respective employees, servants, agents, insurers or reinsurers against all costs (including the costs of investigating and defending any claims), expenses, claims, losses, liabilities, orders, awards, fines, proceedings and judgments of whatsoever nature howsoever assumed, incurred or suffered as a result of or in connection with any of the following:

**9.1.1** any breach by the Merchant of any of the warranties or undertakings given or obligations undertaken by the Merchant under this bill of lading;

**9.1.2** any breach by the Merchant of any of the provisions of clauses 4 to 5.2.2;

**9.1.3** any cause arising from or with respect to the Goods for which the Carrier is not responsible;

**9.1.4** The Carrier becoming liable to any other party (including to a Relevant Authority) and/or incurring additional costs by reason of the Carrier carrying out the Merchant's instructions.

**9.1.5** the Carrier incurring liability in excess of its liability under the provisions of this bill of lading regardless of whether such liability arises from, or in connection with a breach of contract, negligence or breach of duty by the Carrier, its agents, servants or Sub-contractors;

**9.1.6** delivery, inaccurate or incomplete verified gross mass information provided by or on behalf of the Merchant under clause 5.3.1 in which the Carrier relies.

### 10. GENERAL AVERAGE