COMBINED TRANSPORT BILL OF LADING

Conditions

The headings set forth below are for easy reference only

1. Application

1.1 Notwithstanding the heading Combined Transport Bill of Lading the provisions set out and referred to in this document shall also apply when the transport as described on the face of the Bill of Lading performed by one mode of transport only.

Pick-up delivery and transhipment operations carried out in the performance of one mode of transport and incidental to such transport do not constitute a different mode of transport for the purposes of this Bill of Lading.

1.2 "Carriage" means the whole of the operators and services undertaken by the Carrier in respect of the Goods including forwarding.

1.3 "Combined Transport" arises when the description of the place of acceptance and place of delivery on the face of the Bill of Lading is such that the shipment is not a port to port shipment.

1.4 Goods mean the whole or any part of the cargo is received from the shipper and includes any container not supplied by or on behalf of the Carrier.

1.5 "Container" includes any container, trailer,transportable tank, flat or pallet or any similar article to consolidate Goods.

1.6 "Carrier" is the person by whom or for whom this Bill of Lading is signed and/or the issuer of this Bill of Lading and shall include all direct and indirect dependent and independent servants agents or sub-contrators engaged by the Carrier including their respective agents servants and sub-contractors.

1.7 The term "Merchant" includes the shipper the person named in this Bill of Lading as shipper, the person for whose account the Goods are handed over to the Carrier, the consignee, the holder of this Bill of Lading, the owner and the receiver of the Goods the person who is entitled to receive the Goods and anyone acting or purporting to act on behalf of them and their agents. servants and subcontractors.

1.8 The term "Vessel" and/or "ship" shall include the vessel named in this Bill of Lading or any substituting vessel.

1.9 A "port" to port shipment" arises only in case of Carriage by water if both the place of acceptance and the place of delivery are ports and the Bill of Lading does not in the nomination of the place of acceptance or the place or delivery on the face hereof specify any place or spot within the area of the port so nominated.

1.10 "Hague Rules" mean the provision of the international Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 and include the amendments by Protocol signed at Brussels on 23rd February 1968 or sso called "Hague-Visby rules as far as these amendments are in force in certain countries.

2 Issuance of the "Combined Transport Bill of Lading"

2.1 By the issuance of this "Combined Transport Bill of Lading", the Carrier.

a) undertakes to perform and/or in his own name to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated to delivery in this Bill of Lading.

b) assumes liability as set out in these Conditions.

2.2 For the purposes and subject to the provisions of this Bill of Lading the Carrier shall be responsible for the acts and omissions of any person of whose servants he makes use for the performance of the contract evidenced by this Bill of Lading such as subcontractors for all or part of the Carriage loading unloading storing warehousing handling.

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

a) carry the Goods by any means of transport and by any route or in any direction whatsoever whether within or out of the most direct or advertised or customary route and proceed beyond the port and/or place of discharge or in a direction contrary thereto or return to the original place and/or port of departure.

b) load and unload the Goods at any place, land or store them either on shore or afloat transfer tranship, reship or forward them at any place or port drydock a vessel with or without cargo on board.

2.3.2 The rights set out under clause 2.3.1 may be invoked for any purpose whatsoever including repairs, towing or being towed adjusting instruments drydocking and assisting vessels in all situations. Anything done in accordance with clause 2.3.1 or any delay arising herefrom is within the contractual Carriage and not in deviation.

3 Negotiability and title to the Goods

3.1 By accepting this Bill of Lading the Merchant and his transferees agree with the Carrier that unless it is marked non-negotiable it shall constitute title to the Goods and only the holder by endorsement of this Bill of Lading shall be entitle to receive or to transfer the Goods herein mentioned and to claim hereunder for damage to or loss of Goods.

3.2 This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However proof to the contrary shall not be admissible when this Bill of Lading being negotiable has been negotiated or transferred for valuable consideration to a third party acting in good faith.

3.3 Where more than one negotiable Combined Transport Bill of Lading has been issued and the Carrier or the person acting on his behalf has in good faith delivered the Goods against surrender of one of such originals the Carrier shall be discharged of his obligation to deliver the Goods.

4 Dangerous Goods and Indemnity

4.1 The Merchant shall comply with any applicable laws regulations or requirements relating to the Carriage of Goods of a dangerous nature such as inflammable radioactive or damaging Goods and shall in any case inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken in charge by the Carrier and indicate to him if need be the precautions to be taken. The container or other covering in which the Goods are to be carried as well as the Goods themselves are to be distinctly marked on the outside according to such laws regulations or requirements.

4.2 If the Merchants fails to provide such information and the Carrier is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and if at any time they are deemed to be a hazard to life or property they may at any place be unloaded destroyed or rendered harmless as circumstances may require without compensation and the Merchant shall be liable for all loss, damage delay or expenses arising out of their being taken in charge of their Carriage or of any services incidental thereto. The Carrier shall be under no liability to make any general average contribution in respect of such Goods. The Merchant shall indemnity the Carrier against all loss damage expenses or liability arising out of such Goods being tendered for transport handled or carried by the Carrier or out of any services being incidental thereto.

The burden of proving the Carrier knew the exact nature of the danger constituted by the Carriage of the said Goods shall rest upon the person entitled to the Goods.

4.3 If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to the vehicle or cargo they may likewise be unloaded or landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier.

5 Description of Goods and Merchant's Packing

5.1 The Merchant guarantees to the Carrier the accuracy at the time the Goods were taken in charge by the Carrier of the description of the Goods marks, numbers, quantity, weight and/or volume as furnished by him and set out in this Bill of Lading and the Merchant shall indemnify the Carrier against all loss, damage and expenses and/or liability arising or resulting from inaccurances in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no way limit his responsibility and liability under this Bill of Lading to any person other than the Merchant.

5.2 Without prejudice to clause 6A2d the Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing of Goods or by faulty loading or packing within containers when such loading or packing has been performed by the Merchant or on behalf of the defect or unsuitability of the containers when supplied by the Merchant and shall indemnify the Carrier against any additional expenses so caused.

5.3 The freight has been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier may at any time open any container or other package or unit in order to (re)weigh (re)measure or (re)value the contents and if the particulars furnished by the or on behalf of the Merchant are incorrect, it is agreed that a sum equal to ten times the difference between the correct freight and the freight charged or to three times the correct freight less the freight charged whichever sum is the smaller shall be payable as liquidated damages to the Carrier.

No representation is made by the Carrier as to the particulars mentioned under clause 5.1 and the Carrier shall be under no responsibility whatsoever in respect of such particulars.

The Haque Rules shall not apply to the Carriage of live animals which are carried at the sole risk of the Merchant. The Carrier shall be under on liability whatsoever for any injury, illness, death or delay or destruction howsoever arising in the event of the Master in his role discretion considering that any live animal is likely to be injurious to any other live animal or any person or property on board or to cause the vessel to be delayed or impeded in the prosecution of the voyage such live animal may be destroyed and thrown overboard without any liability attaching to the Carrier. The Merchant shall indemnify the Carrier against all or any extra costs incurred for any reason whatsoever in connection with the Carriage of any live animal.

6. Extent of Liability

6.A.1 The Carrier shall be liable for loss of and damage to the Goods occuring between the time when he takes the Goods into his charge and the time of delivery.

6.A.2 The Carrier shall however not be liable for any loss or damage if such loss or damage was caused by

a) an act or omission of the Merchant or person other that the Carrier acting on behalf of the Merchant or from whom the Carrier took the Goods in charge.

b) compliance with instructions given to the Carrier by a person authorized to give them.

c) insufficiency or defective condition of the packing or marks and/or numbers

d) handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant.

e) inherent vice of the Goods.

f) insufficiency or inadequacy of marks or numbers on the Goods coverings or unit loads, except if they were supposed to be affixed by the Carrier.

g) strike lockout, shoppage or restraint of labour, from whatsoever cause whether partial or general.

h) an act neglect or default in the navigation of a ship occuring during Carriage by water

i) fire unless if was caused by fault of the Carrier or the actual Carrier or by lack of due diligence to keep the vessel seaworthy or properly equipped and supplied or make her safe for Carriage.

j) a nuclear incident if the operator of a nuclear installation or a person acting for him is liable for this damage under an applicable international Convention or national law governing liability in respect of unclear energy

k) any other cause or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.

6.A.3 The burden of proof that the loss or damage was due to one or more of the above causes or events shall rest upon the Carrier.

When th Carrier establishes that in the circumstances of the case the loss or damage could be attributed to one or more of the causes or events specified in clause 6A2 above it shall be presumed that it was so caused. The claimant shall 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.

6.A.4 If the Carrier is not liable in full in respect of some of the factors causing the loss or damage, he shall only be liable to the extent in which those factors for which he is liable to have contributed to the loss or damage.

Amount of compensation general

6.B.1 When the Carrier is liable for compensation in respect of loss or damage to the Goods such compensation shall be calculated by reference to the invoice value of the Goods plus freight charges and insurance if paid.

6.B.2 If there is no invoice value or the Goods the compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Merchant in accordance with the contract or should have been so delivered. The value of the Goods shall be fixed according to the commodity exchange price or if there is no such price according to the current market price of if there is no commodity exchange price or current market price by reference to the normal value of Goods of the same kind and quality.

6.B.3 Compensation shall not exceed US$5.00 per kilo of the gross weight of the Goods lost or damaged except as provided in clause of 6.B.4.

6.B.4 The Merchant agrees and acknowledge that the Carrier has no knowledge of the value of the Goods and that bigger compensation than that provided above may not be carried unless with the consent of the Carrier, the value of the Goods declared by the shipper prior to the commencement of Carriage is stated on this Bill of Lading and extra freight paid be substituted for the limits laid down above. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

Special provisions

6.C.1 If is can proved that the loss or damage occurred solely during the course of one particular stage of the transport the Carrier and the Merchant shall as to the their respective liabilities be entitled to require such liabilities to be determined by the provisions contained in any international convention or national law which provisions.

a) cannot be departed from by private contract to the detriment of the Merchant and

b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss and damage occurred and received as evidence thereof any particular document which must be issued if such international convention or national law shall apply

or

6.C.2.1 provided that no other international convention or national law would apply virtue of the provisions under clause 6.C.1

a) by the Haque Rules or in those countries where they are already in force the Hague Visby Rules if the loss and/or damage occurred during Carriage by sea or inland waterways for the purposes of this sub clause the limitation of liability under the Haque Rules shall be £100 sterling per package or unit references in the Haque Rules relating to Carriage by sea shall be deemed to include references to Carriage by inland waterways and the Haque Rules shall be construed accordingly

b) by the Convention on the Contract for the international Carriage of Goods by Road (CMB) dated 19th May 1956 if the loss and or damage occurred during Carriage by road

c) by the International Convention on the Transport of Goods by Rail (CIM) dated 25th February 1961 if the loss and or damage occurred during Carriage by rail

d) by the Convention for the Unification of Certain Rules relating to the International Air Transport (Warsaw Convention dated 12th October 1929 in the version of the Haque Protocol dated 28th September 1955 if the loss and/or damage occurred during Carriage by air

6.C.2.2 Provided that no other international convention or national law would apply by virtue of the provisions under clause 6.C.1 the Carrier's liability shall be excluded if the loss and/or damage occurs during any services incidential to the transport or the stages of transport especially transshipment and storage operations unless it is proved that the loss and or damage was caused by fault or neglect of the Carrier or the persons mentioned under 16

6.C.3 If the provisions of clauses 6C.1, 6C.2.1 and 6C.2.2 do not apply the liability of the Carrier in cases of loss and/or damage shall be determined by the provisions of clauses 6A and 6B.

6 D Port to port shipment

If the whole Carriage is a port to port shipment the liability of the Carrier shall be determined by the national law which shall be applicable to the Carriage by water under clause 6.C.1 or failing which by the Haque Rules referred to in clause 6.C.2 irrespective of whether the loss or damage is proved to have occurred during the period of Carriage by water or prior on subsequent thereto.

Notwithstanding the above the Carrier shall be under no liability whatsoever for loss of or damage to the Goods howsoever occurring when such loss or damage arises prior to the loading or subsequent to the discharge from the vessel.

7 Delay, consequential loss etc

The Carrier does not undertake that the Goods shall arrive at any place at any particular time. The Carrier shall in no circumstances be liable for any direct indirect or consequential loss or damage caused by delay whether caused by unseaworthiness or negligence or any other cause whatsoever if the Carrier is held liable for direct or indirect or consequential loss or damage caused by delay such liability shall in no case exceed the freight for the transport covered by this Bill of Lading or the value of the Goods determined in clauses 6.B and 6.C.

8. General exemption from liability

Save as otherwise provided herein the Carrier shall no circumstances be liable for direct or indirect or consequential loss or damage arising from any cause.

9. Notice of loss, time bar

9.1 Unless notice of loss or damage to the Goods and the general nature of it is given in writing to the Carrier or the person acting on his behalf at the place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof or if the loss or damage is not apparent within six consecutive days thereafter such removal shall be prima facie evidence of the delivery of the Goods by the Carrier in good order and condition or in the order and condition stated in this Bill of Lading.

9.2.1 The Carrier shall be discharged of all liability under this Bill of Lading unless suit is brought and written notice thereof given to the Carrier within nine months after delivery of the Goods in the case of total loss of the Goods the period shall begin to run two months after the Goods have been received for transport.

9.2.2 The period provided for under clause 9.2.1 may be extended if the parties so agree after the cause of action has arisen.

9.3 By tendering Goods for Carriage without any without any when request for Carriage in a specialized container or for Carriage otherwise than in a container. The Merchant accepts that the Carriage may properly be undertaken in a general purpose container.

10. Defences and limits for the Carrier and other persons

10.1 The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether such action is founded in contract or tort.

10.2 The Merchant undertakes that no claim shall be made against any person acting on behalf of the Carrier mentioned under clause 1.6 the ship and/or vessel's owner or operator which imposes or attempts to impose upon any of them any liability whatsoever in connection with the Goods and if any such claim should nevertheless be made to indemnify the Carrier against all consequences thereof.

10.3 Without prejudice to the foregoing every such person shall have the benefit of all provisions herein, as if such provisions were expressly for his benefit. The aggregate of the amounts recoverable from such persons shall in no case exceed the limits provided for in these conditions in entering into his contract the Carrier to the extent of those provisions does so not only on his own behalf but also agent and trustee for such persons.

However if it is proved that as loss or damage resulted from an act or omission of the aforementioned persons done with intent to cause damage or recklessly or with knowledge that damage would probably result, such persons shall not be entitled to the benefits of limitation of liability provided for in this Bill of Lading.

10.4 If by order of the authorities at any place the container has to be opened for the Goods to be inspected, the Carrier will not be liable for any loss or damage incurred as a result of any opening unpacking inspection or repacking. The Carrier shall be entitled to recover the costs of such opening, unpacking inspection and repacking from the Merchant.

11. Containers and Deck Cargo

11.1 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 to the Merchant whether before or after the Goods are received by the Carrier for transport or delivered to the Merchant.

11.2 The Goods may be packed by the Carrier in containers.

11.3 Goods whether or not packed in containers may be carried on deck or under deck without notice to the Merchant. Such Goods (other than live animals) whether or not carried so shall participate in general average and shall be deemed to be within the definition of Goods for the purposes of the Haque Rules or in those other countries where they are already in force the Haque Visby Rules and shall be carried subject to those Rules.

11.4 Notwithstanding clause 11.3 in the case of Goods which are stated on the face hereof as being carried on deck and which are so carried, the Haque Rules shall not apply and the Carrier shall be under no liability whatsoever for loss damage or delay howsoever arising.

12. Inspection of Goods

The Carrier shall be entitled but under no obligation to open any container at any time and to inspect the contents. If it appears that the contents or any part thereof cannot safely or properly be carried or 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 thereof, the Carrier may abandon the transport thereof and/or take any measures and or incur any reasonable additional expense and or liabilities to carry or to continue the Carriage or to store the same under cover or in the open at any place which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional expense and against all liability loss or damage arising therefrom. Nothing contained in this clause shall deprive the Carrier of any of his rights provided for elsewhere.

13. Regulations relating to the Goods and packing

The Merchant shall comply with all regulations or requirements of customs port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any illegal incorrect or insufficient packing marking numbering or addressing of the Goods and indemnify the Carrier in respect thereof.

14. Matters affecting performance

14.1 The Carrier may at any time comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority or having under the terms of the insurance of the conveyance employed by the Carrier the right to give orders or directions. Delivery or other disposition of the Goods in accordance with such orders directors or recommendations shall be performance of this contract.

14.2 If at any time the performance of the contract evidenced by this Bill of Lading in the judgement of the Carrier or the persons mentioned under clause 1.6 is or is likely to be affected by any hindrance risk delay difficulty or disadvantaged of whatsoever kind which cannot be avoided by the exercise of reasonable endeavors the Carrier and/or the persons mentioned under clause 1.6 whether or not a transport is commenced may without notice to the Merchant treat the performance of this contract as terminated and place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient whereupon the responsibility of the Carrier in respect of the Goods shall cease. The Carrier shall nevertheless be entitled to the full freight and charges on Goods received for transport. The Merchant shall pay any additional costs of Carriage to and delivery and storage at such place and all other expenses incurred by the Carrier.

15. Notification and delivery

15.1 Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

15.2 Where there is no place of delivery named on the face hereof the Carrier shall at liberty to discharge the Goods at the port of discharge without notice directly they come to hand at or to any wharf, crah or place on any day and at any time whereupon the liability of the Carrier (if any) in respect of the Goods discharged as aforesaid shall wholly cease notwithstanding any custom of the port to the contrary and notwithstanding that any charges does or other expenses may become payable. The Merchant shall take delivery of the Goods upon discharge.

15.3 Where there is no place of delivery name on the face hereof ths Merchant shall take delivery of the Goods within the time provided for in the actual Carrier's applicable Tariff.

15.4 If the delivery of the Goods is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to unpack the Goods if packed in containers and or to store the Goods ashore, afloat in the open or-under cover, at the sole risk of the Merchant. Such storage shall constitute due delivery hereunder and thereupon the liability of the Carrier in respect of the Goods stored as aforesaid as the case may be shall wholly cease and the cost of such storage if paid or payable by the Carrier or any agent or subcontractor of the Carrier shall forthwith upon demand be paid by the Merchant to the Carrier.

15.5 If the Merchant fails to take delivery of the Goods within thirty days of delivery becoming due under clauses 15.2 or 15.3 above or if in the opinion of the Carrier they are likely to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value the Carrier may without prejudice to any other rights which he may have against the Merchant without notice and without any responsibility whatsoever attaching to him sell or dispose of the Goods any apply the proceeds of sale in reduction of the sums due to the Carrier from the Merchant in respect of this Bill of Lading.

15.6 Where at the place where the Carrier is entitled to call upon the Merchant to take delivery or the Goods under clauses 15.2 or 15.3 above the Carrier is obliged to hand over the Goods into the custody of any customs port or other authority, such hand-over shall constitute due delivery to Merchant under this Bill of Lading.

15.7 Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this clause notwithstanding his having been notified of the availability of the Goods for delivery shall constitute a waiver by the Merchant to the Carrier of any claim whatsoever relating to the Goods or the Carriage thereof.

15.8 In the event to the Carrier agreeing at the request of the Merchant to any change of destination, the terms of this Bill of Lading shall constitute to apply until the Goods are delivered by the Carrier to the Merchant at the amended Port of Discharge or Place of Delivery whichever is applicable unless the Carrier specifically agrees in writing to the country.

16. FCL multiple Bills of Lading

16.1 Goods will only be delivered in a container to the Merchant if all Bills of Lading in respect of the contents of the container have been surrendered authorizing delivery to a single Merchant at a single place of delivery in the event that this requirement is not fulfilled the Carrier may unpack the container and deliver the Goods for which Bills of Lading have been surrendered without the container to the Merchant. Such delivery shall constitute due delivery hereunder but will only be effected against payment by the Merchant of LCL Service Charges and any charges appropriate to LCL. Goods (as laid down in the Tariff) together with the actual costs incurred for any additional services rendered.

16.2 Where this contract is an FCL multiple Bill of Lading (as evidenced by the qualification of the tally acknowledged overleaf to the effect that if is. One of part carqoes in the container) than the Goods detailed overleaf are said to comprise part of the contents of the container indicated. If the Carrier is required to deliver the Goods to more than one Merchant and if all or part of the total Goods within the container consist of bulk Goods or unappropriated Goods, or are or become mixed or unmarked or underdifiable the holders of Bills of Lading relating to Goods within the container shall take delivery thereof (including any damaged portion thereof) and bear any shortage thereof in such proportions as the Carrier shall in his absolute discretion determine and such delivery shall constitute due delivery hereunder.

17. Freight and charqes

17.1 Freight and charges on the Goods are calculated according to the stipulations of the Carrier's applicable tariff in force at the time of acceptance for transport, unless a valid quotation has been given.

17.2 Freight and charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid in cash without any deduction in the currency stipulated in the Bill of Lading or at the Carrier's option in the currency of the country of discharge or destination at the highest rate of exchange for bankers sight bills and shall be non-refundable in any event.

17.3 All duties, taxes and charges or other expenses in connection with the Goods shall be paid by the Merchant.

17.4 The Merchant shall remain liable to the Carrier for the payment of all costs due.

18. On Board

ON BOARD shall mean on board any means of transport used by the Carrier to accomplish the carriage covered by the Bill of Lading.

19. Both-to-blame collision

If a carrying ship comes into collision with another ship as a result of the negligence of the other ship and negligence of the carrying ship and or any act neglect or default in the navigation or the management of the carrying ship, the Merchant undertakes to pay to the Carrier or where the Carrier's not the owner and in possession of the carrying ship to pay to the Carrier as trustee for the owner and or demise charterer of the carrying ship a sum sufficient to indemnity the Carrier's and or the owner and or demise charterer of the carrying ship against all loss or liability represents loss of or damage to or any claim whatsoever of the Merchant paid or payable by the other ship or her owners to the Merchant and set-off recouped or recovered by the other ship or her owners as part of their claim against the carrying ship or her owner or demise charterer or the Carrier. These provisions shall also apply when the owner, operator or those in charge of any ship or ships or objects other than the colliding ships or objects are at fault in respect of a collision contact stranding or other accident.

20. General average

The Merchant shall indemify the Carrier in respect of any claims of a general average nature which may be on him and shall provide such security as may be required by the Carrier in this connection.

21. Partial invalidity

Should any clause of the Bill of Lading or part of a clause be found to be invalid, the validity of the remaining part of the affected clause shall not be implied. The invalid clause shall be replaced by an effective clause apt at serving the purposes of the Carrier and the Merchant.

22. Law and jurisdiction

This Bill of Lading contract shall be governed by the Law of Singapore. Any claim of dispute arising hereunder or in connection herewith shall in so far as anything has not been dealt with by the provisions of this Bill of Lading or amicably settled be determined by the Singapore Court or at the Carrier's option at the place of the Merchant's residence and by no other Court.

23. Warranty

The Merchant warrants that in agreeing to the terms of this Bill of Lading he is or has the authority of the person owning or entitled to the possession of the Goods and this Bill of Lading.

24. Variation of the Contract etc.

No servant or agent of the Carrier shall have the power to waive or vary any of the terms hereof unless such waiver or variation is in writing and then specifically authorized or ratified in writing by the Carrier.

25. Claims

All claims shall be presented to the Carrier's agent at the port of discharge for the latter's examination and handling. Claims submitted elsewhere will not be dealt with.

26. Transittime

The Carrier will not be liable, under no circumstances or warrants any period of time for arrival and/or any fixed date of arrival of the cargo at port of discharge.

27. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto for all unsatisfied debts whatsoever due to the Carrier and for general average contributions to whomsoever due and to the cost of recovering the same and for that purposes shall have the right but no obligation to sell the Goods by public auction or private treaty without legal authority advertisement or notice to the Merchant and without any liability towards the Merchant.

28. Indonesia

All expenses arising from charge of container status from CV, CY into LCL LCL (delivery arrangements) is. Container, demurrage, destuffing, stripping, customs charges and trucking full empty containers administration US$15 per B L are being for account of Consignee.