shipper / Exporter ( complete name and address ) Selph Chulin Spichnich Spi BILL OF LADING
B/L No:: SPECIMEN SYR SPECIMEN SPE SPECIMEN SPECT Consignee ( complete name and address ) SPECIMEN SPECIMEN SPECIMEN and the specimen spec SPECIMEN SPECIMEN SPECIMEN NES Gorslaan 30 1441 RG Purmerend The Netherlands Notify ( complete name and address ) SPECIM SPECIMEN SPE an of goods chether specimen s Local Vessel Measurement Number of original Bs/L Gregory Speciment Specimen SPE Mea SPECIMEN SPECIMEN SPECIMEN Gross weight SPECIMEN SPECIMEN SPECIMEN SPECIMEN SPECIMEN SPECIME AED BY
SPECIALEM
SPECIALEM
AED BY SPECIMEN SPECIMEN SHIPPED ON BOARD for transportation as set out herein the containers or other packages listed in the Carrier's Receipt above, said by the Shipper to contain the goods described in the Shipper's particulars above.

The weight, measures, marks, numbers, quantity, condition, contents and value of the goods are unknown to the Carrier. In accepting this Bill of Lading, the Merchant (as defined on the reverse side hereof) accepts and agrees to all its terms on both sides whether written, printed, stamped or otherwise incorporated as fully as if they were all signed by the Merchant. LAW AND JURISDICTION

This Bill of Lading shall be governed by and construed in accordance with English law and any dispute arising out of or in connection with this Bill of Lading shall be referred to arbitration in London in accordance with the Arbitration Act 1996 or any statutory modification or re-enactment thereof save to the extent necessary to give effect to the provisions of this Clause. The arbitration shall be conducted in accordance with the London Maritime Arbitrations Association (LIMAA) Terms current at the time when the arbitration proceedings are commenced, shall be to three arbitrators. A party wishing to refer a dispute to arbitration shall appoint its arbitrator and send notice of such appointment in writing to the other party requiring the other party to appoint its own arbitrator and give notice and stating that it will appoint its arbitrator unless the other party appoints its own arbitrator and give notice that it has done so within the 14 days specified, the party referring a dispute to arbitration and give notice that it has done so within the 14 days specified. If the other party does not appoint its own arbitrator and give notice that it has done so within the 14 days specified, the party referring a dispute to arbitrator and shall advise the other party accordingly. The award of a sole arbitrator shall be binding on both parties as if he had been appointed by agreement. Nothing herein shall prevent the parties agreeing in writing to vary these provisions to provide for the appointment of a sole arbitrator.

\*If good to be transhipped by Carrier at Port of Destination (Through-Bill of Latine). CONTAINER AND VEHICLE DEMURRAGE. Attention is drawn to the Terms and Conditions for the Container and Vehicle Demurrage wich apply to this contract and wich may be obtained from the Carrier or Line or their Agents. The Carrier has the right to carry containers on deck as per Clause 14. One original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order. IN WITNESS whereof the original Bills of Lading all of this tenor and date have been signed in the number stated above, one of wich being accomplished, the other(s) to be void. SPECIMEN SPECIMEN SPECIMEN Signed by: As agents for the carrier, NMTC B.V. EN SPECIMEN

4

1. **DEFINITIONS** Carriage: Means the whole of the operation and services undertaken or performed by or on behalf of the Carrier in respect of the

Carrier: Charges:

performed by or on behalf of the Carrier in respect of the Goods.

NMT Lines operated by NMTC BV.

Includes freight, demurrage and all expenses and money obligations incurred and payable by the Merchant.

Means the Carriage of Goods by Sea Act of the United States of America approved on 16 April 1936 Includes any container, flat open top/open sided container, transportable tank or article of transport used to consolidate cargo. COGSA:

transportable tank or article of transport used to consolidate cargo.

Goods: Includes the cargo supplied by the Merchant and includes any container not supplied by or on behalf of the Carrier.

Hague Rules: Means the provision of the International Convention for Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25 August 1924.

Hague-Visby Rules: Mansa the Hague Rules as amended by the Protocol signed at Brussels on 23 February 1968.

Merchant: Includes the shipper, consignee, receiver of the Goods, the holder of this Bill of Lading, any person owning or entitled to the possession of the Goods or this Bill of Lading, any person having a present or future interest in the Goods or any person lacing on behalf of any of the above mentioned persons. Includes freight unit and the term Unit as used in the Hague Rules and Hague-Visby Rules.

Rules and Hague-Visby Rules.

PARAMOUNT
Subject to Clause 12 below, this Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA) to this Bill of Lading and the provisions of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA) it this Bill of Lading is subject to US law) shall apply to the carriage of goods by inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to finland waterways. If and to the extent that the provisions of the Harter Act of the United States of America 1893 would otherwise be admitted to the Computer of the Harter Act of the United States of America 1893 would otherwise be admitted to the Computer of the Harter Act of the United States of America 1893 would otherwise be during any people of prior to loading on or after discharge from the vessel the Carrier's responsibility shall instead be determined by the provisions of 6 (2) below, but if such provisions are found to be invalid such responsibility shall be entitled to (and nothing in this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations and exclusions of liability and all rights conferred or authorized by any applicable law, statute or regulation of any country (including, but not limited to, where applicable any provisions of 5 sections 4281 to 4287 inclusive of the Revised Statutes of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America) and amendments thereto and where applicable any the generality of the foregoing also any law, statute or regulation available to the owner of the vessel(s) on which the Goods are carried.

### WARRANTY

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

NEGOTIABILITY AND TITLE TO THE GOODS
This Bill of Lading shall be non-negotiable unless made out 'to order' in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described. The Carrier's liability for misdelivery shall be excluded in accordance with

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

SUB-CONTRACTING AND INDEMNITY
The Carrier shall be entitled to sub-contract the Carriage on any terms

SUB-CONTRACTING AND INDEMNITY
The Carrier shall be entitled to sub-contract the Carriage on any terms whatsoever.
The Merchant undertakes that no claim or allegation shall be made against any person or vessel whatsoever, other than the Carrier, including, but not limited to, the Carrier's sevants or agents, any independent contractor and his servants or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken, which imposes or attempts to impose upon any such person or vessel any itability whatsoever in connection with the Goods or the Carriage, and if any claim or allegation should nevertheless be made to defend, indemnify and hold harmless the Carrier against all consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for his benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to this extent be or be deemed to be parties to this contract.

The Merchant shall defend, indemnify and hold harmless the Carrier against any claim or liability, and any expense arising therefrom) arising from the Carriage of Goods insofar as such claim or liability exceeds the Carrier's liability under this Bill of Lading.

The defences and limits of liability provided for in this Bill of Lading, and any expense arising therefrom) arising from the Carriage of a continuation of the carrier whether the action be founded in Contract or in Tort.

or in Tort.

CARRIER'S RESPONSIBILITY
PORT TO PORT SHIPMENT
The responsibility of the Carrier is limited to that part of the Carriage from and during loading not to the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriers as agent to the rapt of the Carriers as agent to the rapt of the Carriers as agent to the rint contracts on behalf of the Merchart with others for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contracts with others on any terms whatsoever including terms less favorable than the terms in this Bill of Lading.

COMBINE-D TRANS-Portided in this Bill of Lading, the Carrier shall be liable for loss of or damage to the Goods occurring from the time that the Goods are taken into his charge until the time of delivery to the extent set out below: Where the stage of Carriage where the loss of damage occurred cannot be proved.

10 The Carrier shall be entitled to rely upon all exclusions of liability under

are taken into his charge until the time of delivery to the extent set out below: Where the stage of Carriage where the loss of damage occurred cannot be proved:

(1) The Carrier shall be entitled to rely upon all exclusions of liability under the Rules or legislation that would have applied under 2 (A) above had the loss or damage occurred at sea or, if there was no carriage by sea, under the Hague Rules (or COGSA if this Bill of Lading is subject to U.S. law).

(1) Where under (i) above the Carrier is not liable in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable have contributed to the loss or damage.

(III) Subject to 7 (D) below, where the Hague Rules or any legislation applying such Rules or the Hague-Visby Rules (such as COGSA) is not compulsorily applicable, the Carrier's liability shall not exceed U\$\$500 per package or shipping unit or US\$2.00 per kilo of the gross weight of the Goods lost, damaged or in respect of which the claim arises or the value of such Goods, whichever is the lesser.

(IV) The value of the Goods shall be determined according to the commodity exchange price at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered or if there is no such price according to the current market price by reference to the normal value of Goods of the same kind and quality, at such a place and time.

Where the stage of Carriage where the loss of damage occurred can be proved:

(1) The liability of the Carrier shall be determined by the provisions contained in any international convention or national law of the country 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 shall be dorounded to the particular stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular docum

contracts and tarms. Where neither (I) or (II) above apply, any liability of the Carrier shall be determined by 6(2)(A) above.

## SUNDRY LIABILITY PROVISIONS

SONDAY LIABILITY PROVISION.

The Carrier does not undertake that the Goods shall arrive at the port of discharge or place of delivery at any particular time or to meet any particular market or use, and the Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct, indirect or consequential loss or damage caused by delay.

nowsoever arising be hable for direct, indirect or consequential loss of darriage caused by delay.

The Carrier shall in no circumstances whatsoever be liable for indirect or consequential losses howsoever arising.

### - BILL OF LADING FOR NMT LINES

BILL OF LADING FOR NMT LINES

Where the Hague Rules or any legislation making such Rules compulsorily applicable (such as COGSA) to this Bill of Lading apply, the Carrier shall not, unless a declared value has been noted in accordance with (D) below, be or become liable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation as laid down by such Rules or legislation. Such limitation amount according to COGSA is US\$500. If no limitation amount is applicable under such Rules or legislation the limitation shall be US\$500.

The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods, and that higher compensation than that provided in this Bill of Lading may not be claimed unless, with the consent of the Carrier, the value of the Goods, and that higher compensation than that provided in that case, the amount of the declared value shall be substituted for the limits laid down in this Bill of Lading. Any partial loss of damage shall be adjusted por rata on the basis of such declared value shall be substituted for the limits laid down in this Bill of Lading. Any partial loss of damage shall be adjusted por rata on the basis of such declared value which container is stuffed by the Bill of Line proposed great by the partial best provided in any international convention or national two relating to the considered the package or shipping unit browded in any international convention or national law relating to the carriage of Goods by sea. Except as aforesaid the Container shall be considered the package or shipping unit. The words 'shipping unit's hall mean each physical unit or piece of cargo not shipped in a package, including articles and things of any description whatsoever, except Goods shipped in bulk.

It is agreed the package or shipping unit. The words 'shipping unit's shall mean each physical unit or piece of cargo not shipped in a package, including articles and things of any descr

(F)

convention or law compulsorily applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

MERCHANT'S RESPONSIBILITY

The description and particulars of the Goods set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, of weight, content, measure, quantity, quality, conditions, marks, numbers and value are correct. The Merchant shall comply with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods.

The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable. If any particulars of any Letter of Credit and/or Import License and/or Sale Contract and/or Invoice or Order Number and/or details of any contract to which the Carrier is not a party are shown on the face of this Bill of Lading, such particulars are included solely at the request of the Merchant for his convenience. The Merchant acknowledges that except when the provisions of Clause 7(D) apply, the value of the Goods is unknown to the Carrier, and that the inclusion of such particulars shall not be regarded as a declaration of value and in no way increases the Carrier's liability under this Bill of Lading. No Goods which are or may become leading of any property or person whatsoever shall be tendered to the Carrier of Carriage without the Carrier's express consent in writing and without the Carrier or other covering in which the Goods of indicate the nature and characterof any such articles and so as to comply with all applicable laws, regulationsand requirements. If any such articl

inges.

Merchant shall be liable for the loss, damage, contamination, semition or demurrage before, during and after the Carriage of producing, but not limited to, Containers) of the Carriare or any person or ver than the Merchant) referred to in 5(2) above caused by the Merchant person acting on his behalf or for which the Merchant is otheoposible.

responsible.

The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this Clause 8 or from any cause in connection with the Goods for which the Carrier is not responsible.

# CONTAINERS

(3)

CONTAINERS
Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.
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. The terms of this Bill of Lading shall govern the responsibility of the Carrier or delivered to the Merchant.

(A) the Carrier shall not be liable for loss of or damage to the Goods
(f) caused by the manner in which the Container has been stuffed;
(h) caused by the unsuitability of the Goods for Carriage in Containers.
(ill) caused by the unsuitability of defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (Ill) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container suffice.

(IV) if the Container is not sealed at the commencement of the Carriarge except where the Carrier has agreed to seal the Container against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above.

Where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality. By accepting the container and loading the goods on board of such container the Merchant shall be deemed to have accepted the container as suitable for the subject carriage.

loading the goods on board of such container the Merchant shall be deemed to have accepted the container as suitable for the subject carriage.

RO RO CARGO

Units accepted for shipment must be:
a) Self-propelled and self-driveable. This means they are able to move independently and as a self-contained unit. This includes both up and down the vessels ramp and within the vessels including up and down internal ramps if required. They must also be able to move both forward and backwards allowing stowage on the vessel. Units moving at less than 1 mph are not considered to be acceptable.
b) In good working order. For the entire duration of a shipment, until received by the shipper (including transshipments). Units must:

• Be fee of oil and fluid leaks including engine oil hydraulic oil brake fluids etc.

• Be capable of starting without outside assistance.

• Have working and adequate brakes.

• Have operational steering.
In the event of a unit not meeting these conditions Carrier reserve the right to refuse shipment of the unit. Carrier or its staff or its representative has the final decision if a unit can be shipped. In the event a unit fails to meet the above conditions during transshipment or during discharge, The Carrier reserves the right to order third party assistance in fixing the unit at the shipper's cost. If a nonworking unit cannot be made workable during the normal discharge period of the vessel, the Carrier reserves the right to give the start of the shipper is responsible to ensure the unit can be made workable during the normal discharge period of the vessel, the Carrier reserves the right to give the start of the shipper is responsible to ensure the unit, extra discharge costs and transport back to the original port of discharge. If any unit is seen or suspected as a fire risk either prior to during loading the Carrier has the right to discharge the unit immediately (at POL) and refuse shipment. All costs subsequently incurred will be for the account of the shipper. The vehicles must be free of an

be liable for missing accessories, (removable) parts or loose items, including personal effects of any kind said to be stowed in or on the vehicles.

### INSPECTION OF GOODS 11.

The Carrier or any person authorized by the Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods.

### MATTERS AFFECTING PERFORMANCE

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

Goods), whensoever and howsoever ansing (whether or not the Carnage has commenced) the Carrier may: without not be carnage to the Goods and where without notice to the Merchant abandors are not part of them at the Merchant's reasonably possible place which the Carrier may deem safe and convenient, the carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall

cease; without prejudice to the Carrier's right subsequently to abandon the Carriage under (A) above, continue the Carriage. In any event the Carrier shall be entitled to full Charges on Goods received for Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances. The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

acting or purporting to act as or on behalf of such government or authority.

METHODS AND ROUTE OF TRANSPORTATION

The Carrier may at any time and without notice to the Merchant:
use any means of transport or storage whatsoever, load or carry the Goods on
any vessel whether named on the front hereof or not, transfer the Goods fron
one conveyance to another including transhipping or carrying the same on
another vessel than that named on the front hereof or by any other means of
transport whatsoever; at any place unpack and remove Goods which have been
stuffed in or on a Container and forward the same in any manner whatsoever;
proceed at any speed and by any route in his discretion (whether or not the
nearest or most direct or customary or advertised route) and proceed to or
stay at any place whatsoever once or more often and in any order; load or
unload the Goods from any conveyance at any place (whether or not the
place is a port named on the front hereof as the intended Port of Loading or intended
Port of Discharge); 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 suchgovernment or authority or having under the terms of the
insurance on the conveyance employed by the Carrier the right to give orders
or directions; permit the vessel to proceed with or without pilots, to two or be
tioned any power or the place of the process of the process

### DECK CARGO

DECK CARGO
Goods of any description whether containerized or not may be stowed on or under deck without notice to the Merchant and such stowage shall not be a deviation of whatsoever nature or degree. Subject to (2) below, such Goods whether carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA) to this Bill of Lading. Goods (not being Goods suttled in or on Containers other than open flats or pallets) which are stated on the front of this Bill of Lading to be carried on deck and which are so carried are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea or inland waterway whether caused by unseaworthiness or negligence or any other cause whatsoever. The Merchant shall defend, indemnify and hold harmless the Carrier against all and any extra cost incurred for any reason whatsoever in connection withcarriage of such livestock.

### DELIVERY OF GOODS

DELIVERY OF GOODS

If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof is stuffed in or on a Container and to store the Goods or that part thereof is stuffed in or on a Container and to store the Goods or that part thereof ashore, afloat, in the open or under cover at the sole risk and expense of the Merchant. Such storage shall constitute due delivery hereunder, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shall cease.

The Carrier shall have no liability whatsoever for any misdelivery of the Goods by the Carrier, or by the Carrier's agents or sub-contractors (nothwithstanding that the Carrier or the Carrier's agent or sub-contractors may be negligent in such misdelivery), where the misdelivery is cocasioned or contributed to inwhole or in part by the fraud, dishonestly or negligence of others. For the purposes of this sub-clause misdelivery includes (but is not limited to) delivery of the Goods without presentation of a forged bil of lading; and non-delivery of the Goods. If the Goods remain unclaimed within 30 days after discharge from the Carrier's discrete 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, they may, at the Carrier's discretion and subject to the Carrier's lien, be sold, abandoned or dealt with otherwise, solely at the risk and expense of the Merchant. The Carrier's slien to be required to give any notice of disposition of the Goods under this Clause.

notice of disposition of the Goods under this Claus

BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner object, the Charterer of or person responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object and set-off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

GENERAL AVERAGE
The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 2004 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Merchant shall provide such security as may be required by the Carrier in this connection. Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense ansing therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection. The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

collect security for General Average contributions due to the Merchant.

18. CHARGES

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

(2) The Charges have been calculated on the basis of particulars furnished by or on behalf of the Merchant. All unit dimensions are taken on full dimensions i.e. the longest/widesthighest part of the unit (including trailers), unless specifically agreed otherwise. All dimensions are subject to confirmation by NMT LINES staff or our representatives. The Carrier shall be entitled to production of the commercial invoice for the Goods or true copy thereof and to inspect, reweight, remeasure and revalue the Goods and it the particulars are found by the Carrier to be incorrect the Merchant shall pay the Carrier the correct Charges (credit being given for the Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

LIEN
The Carrier shall have a lien on the Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

VARIATION OF THE CONTRACT

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

PARTIAL INVALIDITY
If any provision in this Bill of Lading is held to be invalid or unenforceable by any court or regulatory or self regulatory agency or body, such invalidity or unenforceability shall attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this Bill of Lading contract shall be carried out as if such invalid or unenforceable provision were not contained herein.

Marcel Verhagen – Jumelet Verhagen Solicitors Glashaven 56 – 3011 XK – Rotterdam - Netherlands - august 2015