Account Name and Logo Here (include phone, fax and OTI license number)				BILL OF LADING		
SHIPPER/EXPORTER (provide complete name and address)			BOOKING NO:	BILL OF LADING NO:		
			EXPORT REFERENCES:			
CONSIGNEE (please provide complete name and address)			FORWARDING AGENT / FMC NO:			
			POINT AND COUNTRY OF ORIGIN:			
NOTIFY PARTY (please provide complete name and address)			FOR DELIVERY OF GOODS PLEASE PRESENT DOCUMENTS TO:			
MODE OF INITIAL CARRIAGE	PLACE OF INITIAL RECEIPT		DOMESTIC ROUTING/EXPORT INSTRUCTIONS			
VESSEL NAME	PORT OF LOADING		FREIGHT PAYABLE AT			
PORT OF DISCHARGE	PLACE OF DELIVERY BY CARRIER					
MARKS & NOS/CONT. NOS NO. OF PACKAGES DESCRIPTION OF PACKAGES AND GOODS				GROSS WEIGHT	MEASUREMENT	
TOTAL NUMBER OF PKGS.						
Liability Information Clause 20 on the reverse side hereof limits the carrier's liability to a maximum of US\$500 per package or custofreight unit by incorporation of the Carriage of Goods by Sea Act. To protect for a higher value, you may declar higher value and pay the ad valorem freight charge or purchase cargo insurance.						
Declared Value: The shipper may increase the cato the right and paying the additions. Insurance: The shipper may also purchase the right and paying the additions.	nies this.	ue in the "Declared Value" box of lading by indicating this in the box to	SHIPPER REQUESTS INSURANCE: Yes No Must check one box! Amount: \$			
FREIGHT RATES, CHARGES, WEIGHTS AND/OR MEASUREMENTS SUBJECT TO CORRECTIONS PREPAID COLLECT PREPAID COLLECT PREPAID COLLECT RECEIVED FOR SHIPMENT from the MERCHANT in apparent good order and condition unles wise stated herein, the GOODS mentioned above to be transported as provided herein, by any transport for all or any part of the Carriage, SUBJECT TO ALL THE TERMS AND CONDITIONS ing on the face and back hereof and in the CARRIER'S applicable Tariff, to which the Merchant by accepting this BILL OF LADING.						
			duly endorsed, in exchange for the GOODS or stand void. If a 'Non-Negotiable' BILL OF LADI rendered in exchange for delivery unless applic	re applicable law requires and not otherwise, one original Bill OF LADING must be surrendered, endorsed, in exchange for the GOODS or CONTAINER(S) or other PACKAGE(S), the others to d void. If a 'Non-Negotiable' BILL OF LADING is issued, neither an original nor a copy need be sur- ered in exchange for delivery unless applicable law so requires.		
			BYAS CARRIER DATED			

Γ

1. DEFINITIONS

DEFINITIONS

[insert] is a trade name for [insert name and address].

b) "Bill of Lading" as used herein includes conventional bills of lading, as well as lectronic, express and laser bills of Idading, as well as lectronic, express and laser bills of Idading, as waypills and all like documents, howsoever generated, covering the Carriage of Goods to, from or rough the United States, whether or not issued to the Merchant.

c) "Carriage" means the whole of the operations and services undertaken or performed by or on behalf of the Carrier with respect to the Goods.

d) "Carrier" means the Company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as a carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as a carrier or adding the company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting the company named on the face side hereof and on whose behalf this Bill of Lading was a carrier or adding the carrier or adding the carrier or adding the carrier or adding the

ailee.

e) "Charges" means freight, deadfreight, demurrage and all expenses and money obligations incurred and payable by the Merchant.
f) "Container" means any container (closed or open top), van, trailer, faltbed, transportable tank, railroad cr, vehicle, flat, flatrack, pallet, skid, afform, cradle, singl-qaod or any other article of transport and any equipment associated or appurtenant thereto.
g) "Goods" means the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on behalf of

g) "Goods" means the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on behalf of the Carrier.

h) "Merchant" means the shipper, consignee, receiver, holder of this Bill of Lading, owner of the cargo or person entitled to the possession of the cargo and the servants and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all Charges, and for the performance of the obligations of any of them under this Bill of Lading.

On Board or smillar works endorsed on this Bill of Lading mean that in a Port to Port incovement, the Goods have been loaded on board the loads of the properties of the properti

2. CARRIER'S TARIFFS. The Goods carried hereunder are subject to all the terms and conditions of the Carrier's applicable tariff or tariffs on file with the Federal Maritime Commission, Interstate Commerce Commission or any other regulatory body which governs a particular portion of the carriage and said terms and conditions are hereby incorporated herein as part of the Terms and Conditions file file file and Copies of the relevant provisions of the applicable tariff or tariffs are obtainable from the Carrier, Federal Maritime Commission, Interstate Commerce Commission or other regulatory body upon request. In the event of any conflict between the terms and conditions of such tariff or tariffs and the Terms and Conditions of this Bill of Lading, this Bill of Lading shall prevail.

3. WARRANTY/ACKNOWLEDGMENT. The Merchant warrants that in agreeing to the Terms and Conditions hereof, it is, or is the agent and has the authority of, the owner or person entitled to the possession of the Goods or any person who has a present or future interest in the Goods. The Merchant acknowledges that the Carrier is a non-vessel operating common carrier ("NVOCC"), and that it neither owns nor charters vessels, as a result of which the Carrier or sus sub-carrier, connecting carrier or substitute carrier (which may be a NVOCC) will be required to contract with an actual ocean carrier to accomplish the Carriage contemplated by this Bill of Lading and does so as agent of the Merchant. The Merchant further acknowledges that by identifying the carrying Vessel on the face side hereof, it knows or can determine the name of the actual ocean carrier and the terms and conditions of the actual ocean

4. RESPONSIBILITY

4. RESPONSIBILITY
a) Except where the Carriage covered by this Bill of Lading is to or from a port or locality where there is in force a compulsority applicable or ordinance or statute of a nature similar to the international Convention for the Unification of Certain Rules Relating to Bills of Lading, dated at Brussels, August 25, 1924, the provisions of which cannot be departed from, and suit or other proceeding is instituted and litigated in such port of callty, the Bill of Lading shall have effect subject to the Carriage of Goods by Sea Act of the United States (25AS), approved April 16, 1935, and rolling here in contained, disease where the carriage of Goods by Sea Act of the United States (25AS), approved April 16, 1935, and rolling here in contained, of the carriage of Goods by Sea Act of the United States (25AS), approved April 16, 1936, and the Carriage of Coods and the Carriage of Coods and the Carriage of Coods (25AS), approved April 16, 1936, and the Carriage of Coods (25AS), approved April 16, 1936, and the Carriage of Coods (25AS), approved the Carriage of Coods (25AS), approved the Carriage of Coods (25AS), approved to Coods (25AS), approved to Coods (25

contractor, whether in tort, contract or otherwise.

5. THROUGH TRANSPORTATION. When either the Place of Receipt or Place of Delivery set forth herein is an inland point or place other than the Port of Loading (Through Transportation basis), the Carrier will procure transportation to or from the sea terminal and such inland point(s) or place(s) and, notwithstanding anything in this Bill of Lading contained, but always subject to Clause 4. hereof, the Carrier shall be liable for loss or damage of whatsoever nature and howsoever arising to the following steath, but no further:

Jupon proof that the loss or damage arose during a part of the Carriage herein made subject to COGSA or other compulsorily applicable legislation, as set forth in Clause 4. a) hered, sall legislation shall apply or subdivision thereof contains provisions that are compulsorily applicable and would have applied if the Merchant had made a separate and direct contract with the Carrier, a Participating carrier or independent contractor, are referred to herein, relative to a participating carrier and independent contractor, shall be subject to the provisions of such law.

C) (If it should be determined that the Carrier bears any responsibility for loss or damage occurring during the care, custody and/or control of any Participating carrier on independent contractor, their agents and/or servants, and be subject to to law compulsorily applicable to their bills of lading, receipts, tariffs and/or law applicable thereto, then the Carrier shall be entitled to all rights, defenses, immunities or an increase of any of its regions believe to law compulsorily applicable law, provided however, that nothing contained herein shall be deemed a surrender by the Carrier of any of its rights, defenses and immunities or an increase of any of its responsibilities or leating the received as undersected and received as a minutiles or an increase of any of its responsibilities or leating the received as a presponsibility or loss or damage to the Goods.

any or its responsionities or liabilities under this Bill of Lading, the Carrier's applicable fairff or laws applicable or relating thereto.

d) Except as hereinabove provided, the Carrier's hall have no liability for loss or damage to the Goods.

6. SUBCONTRACTING:BENEFICIARIES

a) The Carrier shall be entitled to subcontract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by it in relation to the Goods or Containers or other packages or any other goods.

b) It's understood and agreed that it's is bould be adjudged that any person or entity other than or in addition to the Carrier's is under any other lands or in addition to the Carrier's to under any other lands or in addition to the Carrier's to under any other lands or in addition to the Carrier's to under any other lands or the conditions hereof any other than one carrier is under any other lands of the conditions hereof are being handled or are damaged directly or distinctly during any landling, and even if the Goods or other goods are transported on free in, stowed and/or free out terms, all exemptions, limitations of and exonerations from liability provided by law or by the Terms and Conditions hereof shall be available to all agents, servants, employes, erpresentatives, all Participating (including rail and other inland) carriers and all stevedores, terminal operators, warehousemen, crane operators, watchen, carpenters, ship cleaners, surveyors and all independent contractors, inclusive of all persons providing any serveyors and all independent contractors in the contract evidence of the contract evidence white seven in contracting for the foregoing exemptions, limitations of and exonerations from liability, the Carrier sacting as agent and trustee for and on behalf of all persons described above, all of whom shall to this extent be deemed to be a party to the contract evidence by this bill ruther exemptions, in the contract evidence by the significant o

heréof uniéss such waiver or variation is in writing and is specifically authorized or ratified in writing by an officer or director of the Carrier having actual authority to bind the Carrier to such waiver or variation.

7. MERCHANT'S RESPONSIBILITIES/DESCRIPTION OF GOODS

a Tha description and protein claims of the cool of the

8 CONTAINERS

ZONTAINERS.
cods may be stowed by the Carrier in or on Containers, and may be stowed with other goods. Containers, whether stowed by the Carrier or eived fully stowed, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stowed in a Container and leid on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Gontainers on deck shall be subject to the slation referred to in Clause 4. hereof and will contribute in General Average and receive compensation in General Average, as the case may

be.
b) The Terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier with respect to the supply of a Container to the

Merchant.

Of If a Container has been stuffed by or on behalf of the Merchant, the Carrier, any Participating Carrier, all independent contractors and all persons rendering any service whatsoever hereunder shall not be liable for any loss or damage to the Goods, Containers or other packages or the organization of the contractors of the type of Container requested by and furnished to the Merchant, or (3) condition of the Container furnished, which the Merchant acknowledges has been inspected by it or on its behalf before stuffing and sealing.

(d) The Merchant stahld defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by a), bind of above.

9. CONTAINERS WITH HEATING OR REEFER APPARATUS. Containers with temperature or atmosphere control apparatus for heating, refrigeration, ventilation or otherwise will not be furnished unless contracted for expressly in writing at time of booking and, when furnished, may entail increased Charges. In the absence of an express request, it shall be conclusively presumed that the use of a dry container is appropriate for the Goods.

Merchant must provide Carrier with desired temperature range in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier is to exercise due diligence to maintain the temperature within a reasonable range while the Containers an in its Care, custody andor control or that of any Participating carrier or independent contractor. The Carrier does not accept any responsibility for exercise of due diligence.

Where the Container is stuffed or partially stuffed by or on behalf of the Merchant, the Merchant warrants that it has properly pre-cooled the Container, that the Goods have been properly stuffed and secured within the Container and that the temperature controls have been properly stuffed and secured within the Container and that the Container to the Carrier, its agents, servants, or any Participating carrier or independent contractor. The Merchant accepts responsibility for all loss or damage of whatsoever nature resulting from a breach of any of these warranties, including but not limited to other cargo consolidated in the Container with the Merchant's Goods or to any other cargo, property or person damaged or injured as a result thereof, and the Merchant agrees to defend, indemnify and hold the Carrier, Participating carriers and independent contractors, their agents and servants, harmless from and against all claims, suits, proceedings and all other consequences thereof regardless of their nature and merit.

10. CARRIER'S EQUIPMENT:INDEMNITY Whenever the Merchant, or an agent, servant, contractor or anyone else acting on its behalf, directly or indirectly, takes possession of or exercises control over a Container and/or any equipment whatsoever owned or leased by, or the use of which is provided to, the Carrier, any Participating Carrier, their agents, servants or independent contractors, the Merchant agrees to defend, indemnify and hold harmless the Carrier, any Participating Carrier, their agents, servants and independent contractors from and against any loss of damage to said Container and equipment, as well as to any third-party property, and for any injury to or dea of persons arising out of the use of said Container and equipment.

11. OPTION OF INSPECTION. The Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any time and to inspect the contents. If it thereupon 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, the Carrier and Participating carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expenses to continue the Carriage or to store the Goods, which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred.

12. DECK CARGO. Deck cargo (except that carried in Containers on deck) and live animals are received and carried solely at Merchant's risk (including accident or mortality of animals), and the Carrier will not in any event be liable for any loss or damage for or from which he is exempt, immune or exonerated by applicable law, or from any other cause whatsoever not due to the fault he Carrier, any warranty of seaworthiness in the premises being hereby waived, and the burden of proving liability being in all respects upon the Merchant. Except as may be otherwise provided, such shipments shall be deemed Goods and shall be subject to all Terms and Conditions of this Bill of Lading.

seaworniness in the prefiness obtaining interby watered, and the durch of proving leading better to fall respects upon the merchant. Except as may be otherwise provided, such shipments shall be deemed Goods and shall be subject to all Terms and Conditions of this Bill of Lading.

13. METHODS AND ROUTES OF TRANSPORTATION. With respect to the Goods or Containers or other packages, the Carrier may at any time and without notice to the Merchant:

a) use any means of transport (water, land and/or air) or storage whatsoever;
b) forward, transship or retain on board or carry on another vessel or conveyance or by any other means of transport than that named on the reverse side hereof;
c) carry Goods on or under deck at its option;
d) proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route or in or out of geographical rotation;
e) proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
f) store, vamed or devanned, at any place whatsoever, ashore or afloat, in the open or covered;
f) carry livestock, contraband, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds;
f) drydock or stop at any unscheduled or unadvertised port for bunkers, repairs or for any purpose whatsoever;
f) discharge and require the Merchant to take delivery, vanned or devanned;
k) comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations.

I) take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.
The liberties set oul in subdivisions a) through i) may be invoked for any purpose whatsoever eyn if not connected with the Carria

In no circumstance whatsoever shall the Carrier be liable for direct, indirect or consequential loss or damage caused by delay.

14. MATTERS AFFECTING PERFORMANCE. In any situation whatsoever and wheresoever occurring and whether existing or anticipated before commencement of, during or after the Carriage, which in the judgment of the Carrier is likely to give rise to any hindrance, risk, capture, setzure, detention, damage, delay, difficulty or disadvantage or loss to the Carrier or any part of the Goods, or make it unsafe, important, may be caused the carrier of the carrier or any part of the Goods, or make it unsafe, important, may be carried to receive the carrier of the carrier or any part of the Goods, or make it unsafe, important, may be carried to receive the carrier of the carrier or any part of the Goods, or make it unsafe, important or carrier or any part of the Goods, or make it unsafe, in the carrier or any part of the Goods, or make it unsafe, in the carrier or any part of the Goods, or may discharge the Goods and may require the Merchant to take delivery and, upon failure to do so, may warehouse them at the risk and participating carrier, without notice to the Merchant, may decline to receive, keep, load, carry or discharge the Goods, or may discharge the Goods and may require the Merchant to take delivery and, upon failure to do so, may warehouse them at the risk and persee of the Merchant and Goods or may forward or transship them as provided in this Bill of Lading, or the Carrier may retain the Goods on board until the return of the Vessel to the Port of Loading or to the Port of Discharge or any other point or until such time as the Carrier deems advisable and thereafter. As a place whatsoever, in such event, as herein above quantity and the such as a provided as a result therefore, the Carrier shall, in addition to full Charges, be entitled to reasonable extra compensation, and shall have a lien on the Goods for same. Notice of disposition of the Goods shall be sent to the Merchant named in

15. DELIVERY. If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where and at such time and place as the Carrier is entitled to have the Merchant take delivery, whether or not the Goods are damaged, they shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lie and without notice, elect to have same remain where they are or, if containerized, devanned and sent to a warehouse or other place, always at the risk and expense of the Merchant and Goods.

same remain where they are or, if containerized, devanned and sent to a warehouse or other place, always at the risk and expense of the Merchant and Godfae. Soods are stowed within a Container owned or leased by the Carrier; the Carrier albe entitled to deven the contents of any of the Container, whereupon the Goods shall be considered to have been delivered to the Merchant, and the Carrier may, at its option, subject to its lies and and without notice, elect to have same remain where they are or sented to awarehouse or other places, always at the risk and expense of the Merchant and Goods.

At ports or places where by local law, authorities or custom, the Carrier is required to darange cargo to lighters or other craft or where it has been so agreed or where wharves are not available which the Vessel can get to, be at, lie af, or leave, always safety afloat, or where conditions prevailing at the time render discharge at a wharf dangerous, imprudent, or flight of the chart of the conditions provided by the conditions provided by the conditions of the Goods. If the Merchant shall promptly furnish lighters or other craft to take delivery alongside the Vessel at the risk and expense of the Goods. If the Merchant last to provide such light the forchant may be a sent for the Merchant last or the Merchant last of the Merchant and the conditions provided by the Merchant last of th

cenvery, and any nurmer responsibility of Carrier with respect to the Goods shall thereupon terminate.

16. CHARGES, INCLUDING FREIGHT. The Charges payable hereunder have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall, at any time, be entitled to inspect, reweigh, remeasure or revalue the contents and, if any of the particulars furnished by the Merchant are found to be incorrect, the Charges shall be adjusted accordingly, and the Merchant shall be responsible to pay the correct Charges and all expenses incurred by the Carrier in checking said particulars or any of them.

Charges shall be deemed earned on acceptance of the Goods or Containers or other packages for shipment by the Carrier and shall be non-returnable in any event.

The Merchant shall remain responsible for all Charges, regardless whether the Bill of Lading states, in words or symbols, that it is "Prepaid." To be Prepaid or "Collect." In arranging for any services with respect to the Goods, the Carrier shall be considered the exclusive agent of the Merchant for all purposes, and any payment of Charges to other than the Carrier shall not, in any event, be considered payment to the Carrier.

The Merchant shall demaid in the content shall refer the considered payment to the Carrier.

Carrier.

The Merchant shall defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agents and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred relative to the above.

arrus servams, narmiess from and against all liability, loss, damage and expense which may be sustained or incurred relative to the above.

17. CARRIER'S LIEN. The Carrier shall have a lien on the Goods, inclusive of any Container owned or leased by the Merchant, and all survive delivery, for all sums due under this contract or any other contract or undertaking to which the Merchant was party or otherwise involved, including, but not limited to, General Average contributions, salvage and the cost of recovering such sums, inclusive of attorneys fees. Such lien may be enforced by the Carrier by public or private sale at the expense of and without notice to the Merchant.

The Merchant agrees to defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their relative to the above and the Merchant and seasons and against all liability, loss, damage or expense which may be sustained or incurred by the Carrier may be brought, whether said proceeding is of a civil or criminal nature.

18. RUST. It is agreed that superficial rust, oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods. Acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

19. GENERAL AVERAGE

a) If General Average is declared, it shall be adjusted according to the York/Antwerp Rules of 1994 and all subsequent amendments thereto from time to time made, at any place at the option of any person entitled to declare General Average, 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 in this connection.

Participating carrier, their agents and servants, in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier and/or any Participating carrier and shall provide such security as may be required by the Carrier in this as the Carrier and/or any Participating carrier and shall provide such security as may be required by the Carrier in this connection.

c) Neither the Carrier nor any Participating carrier shall be under any obligation to take any steps whatsoever to post security for General Average or to collect security for General Average contributions due to the Merchant.

c), Neither the Carrier nor any Participating carrier's shall be under any obligation to take any steps whatsoever to post security for General Average contributions due to the Merchant.

20. LIMITATION OF LIABILITY. Except as otherwise provided in this Clause or elsewhere in this Bill of Lading, in case of any loss or damage to or in connection with cargo exceeding in actual value the equivalent of \$500 lawful money of the United States, per package, or in case of cargo not shipped in packages, per shipping unit, bassis as a value of \$500 lawful money of the United States, per package, or in case of cargo not shipped in packages, per shipping unit, bassis as a value of the cargo package or per shipping on the bassis of the packages, or lawful to the cargo the lawful to the cargo per package or per shipping unit bassis of the cargo per package or per shipping unit shall have been of partial loss or damage, unless the nature of the cargo and valuation higher than \$500 per package or per shipping unit shall have been of package or per shipping unit shall have been of the cargo per package or per shipping unit in this Bill of Lading, and extra freight pad if regirn that of the cargo per package or per shipping unit in this Bill of Lading, and extra freight pad if regirn that of the cargo per package or per shipping unit in this Bill of Lading, and extra freight pad if regirn that of the cargo shipped in the lawful was to the cargo shipped in the lawful to the cargo shipped in bulk, the limitation applicable thereto shall be the limitation provided in Section 1304(5) of COGSA, or such other lawful to the cargo shipped in bulk, and participate the container is not stuffed by or on behalf of the Carrier or the parties characterize the Container is not stuffed by or on behalf of the Carrier or the parties characterize the Container is not stuffed by or on behalf of the Carrier or the parties characterize the Contai

entitled to avail itself of such lesser limitation

21. NOTICE OF CLAIM: TIME FOR SUIT. As to any loss or damage presumed to have occurred during the Carrier's period of responsibility, the Carrier must be notified in writing of any such loss or damage or claim before or at the time of discharge/enemoval of the Goods by the Merchant or, if the loss or damage is not then apparent, within 5 consecutive days after discharge/einelivery or the date when the Goods should have been discharge/einely on the law applicable, shall be prima face evine. The contract of the contrac

22. JURISDICTION
All disputes of whatsoever nature under or in connection with this Bill of Lading shall be determined by the [insert specific court and location] to the exclusion of any other court PROVIDED ALWAYS that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of any other court which, but for the terms of this Bill of Lading could properly assume jurisdiction to hear and determine such disputes, but such shall not constitute a waiver of the terms of the terms

23. NON-WAIVER AND SEPARABILITY. Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or any defense, immunity, exemption, limitation of or exoneration from liability contained in the laws of the United States, or of any other country whose laws may be compulsorily applicable. The Terms and Conditions of the carrier's applicable tariff or tariffs, incorporated herein by virtue of Clause 2. above) shall be separable, and if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof the shall be separable.