1. DESINITIONS

Commany: means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods.

"Carrier" means SLIMAR SHIPPING LLC or other party on whose behalf the Bill of lading is issued.

"Comined" means SLIMAR SHIPPING LLC or other party on whose behalf the Bill of lading is issued.

"Combined Transport" arises if Goods are carried under this Bill of Lading front/po Pace of Receipt/Place of Delivery which are different locations than to following/Port of discharging accordingly and type of transport in box PRECARRIAGE BY is other that marine transport.

"Container" includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate goods and any equipment thereof

Port of loading/Port of discnarging economy, which is a constant of the consta

ng. "Vessel" includes the vessel named herein or any substituted vessel, feeder vessel, lighter or other watercraft utilized by the Carrier for carriage by

CARRIER'S TARIFF
 The terms and conditions of the Carrier's applicable Tariff are incorporated herein. Particular attention is drawn to the terms and conditions treating to Container, platforms and vehicles demurrage. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier agents upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. ACCEPTANCE OF THE BILL OF LADING In accepting this Bill of Lading, the Merchant agrees that the receipt, custody, carriage, relay, delivery and any transshipping of the Goods are subject to the term appearing on the face and the back hereof, which shall govern the relations, whatsoever they may be, between the Merchant and the Carrier, its agents, contractors, employees, Master and vessel in every contingency occurring and whether Carrier acting as such or bailee.

4. WARRANTY
The Merchant warrants that in accepting this Bill of Lading he is, or has the authority of, the Person owning or entitled to the possession of the Go this Bill of Lading. Every Person defined as "Merchant' is jointly and severally liable towards the Carrier for all the various undertakings, responsibilit liabilities of the Merchant under or in connection with this Bill of Lading and to pay the Freight due under it without deduction or set-off.

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 however arising be liable for direct, indirect or consequential loss or damage caused by delay. If this exemption from liability shall be invalid under mandatory local law, the liability of the Carrier shall be limited to twice the value of the Freight or, when the stage where the delay occurred is known, to twice the value of the Freight applicable to the relevant stage of transport.

6. NATTERS AFFECTING PERFORMANCE
If all any time the Carriage is or likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (other than the inability of the
Goods safely or properly to be carried or carried further) and howsoever arising (even though the circumstances giving rise to such hindrance, risk, delay,
difficulty or disadvantage existed at the time this contract was entered into or the Goods were received for carriage), the carrier (whether or not the
carriage is commenced) may, without prior notice to the Merchant and at the sole discretion of the Carrier, eithers: carry the Goods to the contracted Port
Olischarge or Place of Delivery, whichever is applicable, by an alternative route to that indicated in this Bill of Lading, he shall be entitled to charge such
distinal Frieght at the Carrier may determine, or suspend the Carriage of the Goods and store them ashore or afloat upon the terms of this Bill of Lading,
the shall be entitled to charge such
to invoke the terms of this Bill of Lading them, he shall be entitled to charge such additional Frieght as the Carrier may determine, or additional
of the Goods and place the Goods at the Merchant's disposal at any place or port which the Carrier may deem safe and convenient, whereupon the
responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full Freight on the Goods received for Carriage,
and the Merchant shall pay any additional costs of the Carriage to, and delivery and storage at, such place or port. If the Carrier elects to use an alternative
route or to suspend the Carriage this shall not prejudice his right subsequently to abandon the Carriage.

7. NOTFICATION AND DELIVERY
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 have mention herein of parties to be notified of the arrival of the Goods is solely for information at the Carrier, and failure to give such notification shall not not make the Merchant of any obligation hereunder. The Merchant shall take delivery of the Goods as soon as reasonably practicable and in any event within the time provided for in the Carrier's applicable Tariff. If the Merchant fails to do so the Carrier shall be retitled, without notice, to unpack the Goods is above, and/or to store the Goods ashore, afloat, in the open can 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 shall wholly cease, and the costs of such storage (if paid or payable by the Carrier or any agent or 5 ubsc. contractor Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier, Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this Clause and/or to mitigate any loss or damage therefor shall constitute a valver by the Merchant to the Carrier of any claim whatsoever relian whatsoever reliant by the Goods for the Carrier of any claim whatsoever reliant what the Carrier of the Merchant to a fine place of the Carrier of the Merchant to a fine place of the Carrier of the Merchant at the carrier shall act as agent only of the Merchant in arranging for delivery of the Goods to the amended Place of Delivery but shall then be under no liability whatsoever for loss, damage or delay to the Goods, howsoever arising.

S. FRIGHT
Fright shall be deemed fully earned on recipit of the Goods by the Carrier and shall be paid and nonreturnable in any event. All and any of Persons
coming within the definition of Merchant in Clause 1 shall be jointly and severally liable to the Carrier for payment of Freight and any amount due under
this contract. The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation
and other contingencies relative to Peright in the applicable Tariff. Freight has been calculated on the basis of particulars
accordance with the applicable Tariff. All Freight has been calculated on the basis of particulars
accordance with the applicable Tariff. All Freight has been calculated on the basis of particulars
accordance with the applicable Tariff. All Freight has been daily any set-off, counterdami, deduction or stay of exceusion before delivery of the Goods.
Any Person engaged by the Merchant to perform forwarding services in respect of the Goods shall be considered to be the exclusive agent of the Merchant
for all purposes and any payment of Freight to such Person shall not be considered payment to the Carrier in any event. Fuller of such Person
for all purposes and any payment of Freight to such Person shall not be considered payment to the Carrier in any event. Fuller of such Person
and the Carrier shall be considered a default by the Merchant in the payment of Freight. Interest at 5% over the Russian Central Bank
rate shall be paid on any Freight primage and charges remaining unpaid after due detect of payment.

rate shall be paid on any Freight primage and charges remaining unpaid after due date of payment.

9. LIABILITY FOR CARRIAGE BETWEEN PORT OF LOADING AND PORT OF DISCHARGE (PORT-TO-PORT)
(a) The International Convention for the Unification of Certain Rules of Jaw relating to Bills of Lading signed at Brussels on 25 August 1924 ("the Hague Rules") as amended by the Protocol signed at Brussels on 23 February 1968 ("the Hague-Visby Rules") and as enacted in the country of shipment shall apply, irrespective of whether such legislation may only regulate outbound shipments. When there is no enactment of the Hague-Visby Rules in either shall apply, irrespective of whether such legislation may only regulate outbound shipments. When there is no enactment of the Hague-Visby Rules in either country of shipment or, if no such enactment is in place, the Hague Rules as enacted in the country of destination apply compulsionly to this Contract. The Protocol signed at Brussels on 21 December 1979 ("the SDR Protocol 1979") shall apply where the Hague-Visby Rules apply, where mandatonly or by this Contract. The Carrier shall no no case be responsible for loss of or damage to cargo arising prior to loading, after discharging, or with respect to deck cargo and live animals.

(b) If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the cargo, the liability of the Carrier shall be limited to the freight for the carriage covered by this Bill of Lading, or to the limitation amount as determined in sub-clause 9(a), whichever is the least of the protocol and the carrier and the carrier of the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier shall be limited to the freight for the Carrier sha

(c) The aggregate liability of the Carrier and/or any of his servants, agents or independent contractors under this Contract shall, in no circumstances, seed the limits of liability for the total loss of the cargo under sub-clause 9(a) or, if applicable, the Additional Clause.

10. OPTIONAL STOWAGE AND DECK CARGO The Goods may be packed by the Carrier in Containers and consolidated with other Goods in Cartainers. Goods, whether or not packed in Cartainers and Containers an

11. LIVE ANIMALS

The Hague 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 no liability whatsoever for any injury, iliness, death, delay or destruction howsoever arising. Should the Master in his sole discretion consider that any live animals 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 Carriage, 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.

against all or any extra costs incurred for any reason whatsever in connection with the carnage of any live animal.

12. DANGERDUS GOODS

No Goods which are or may become dangerous, inflammable or damaging (including radio- active materials), or which are or may become liable to damage any property whistoever, shall be tendered to the Carrier for carnage without his express consent in writing, and without the Container as well as the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with any applicable laws, regulations or requirements. If any such Goods are delivered to the Carrier without sow written consent and/or marking, or if in the opinion of the Carrier the Goods are or are liable to become of dangerous, inflammable or damaging nature, they may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to the Merchant and without prejudice to the Carrier's right to Carriar's right to carriary and the carriar right and the carriar right of such Goods. Nothing contained in this Clause shall deprive the Carrier of any of his rights provided for elsewhere.

deprive the Carrier of any or nis riginis purviews or security.

13. PREINABLE CANCO
Goods of a pershabite nature shall be carried in ordinary Containers without special protection, services or other measures unless there is noted on the reverse side of this Bill of Lading that the Goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specially equipped Container or are to receive special attention in any way. The Merchant undertakes not to tender for transportation any Goods which require refrigeration without giving written notice of their nature and the required temperature setting of the themrostatic cortoris before receipt of theodos by the Carrier in case of refrigerated Container(s) packed by or on behalf of the Merchant. The Merchant undertakes that the Goods have been properly stowed in the Container preclaimed before the leading into the Container. The Merchant and the Container is the Container of the Container of the Container of the Container. The Merchant is designated carrying temperature and the Container are not designed to the container. The Merchant is designated carrying temperature and the Carrier shall not be responsible for the consequences of cargo presented at a higher temperature than that required for the transportation. If the above requirements are not compiled with the Carrier shall not be leading into compiled with the Carrier shall not be designated to contain the container. The temperature is the designated carrying temperature and the Carrier shall not went used in this bill of lading with reference to Goods which require refrigeration does not mean that the Goods, when require refrigeration does not mean that the Goods of the received were verified by the Carrier as being at the designated carrying temperature. The Carrier shall in no event be held liable for damage to cargo due to condensation.

14. INSPECTIONS

14. INSPECTIONS
(a) The Carrier shall be entitled, but under no obligation, to open and/or scan any package or Container at any time and to inspect the contents. If it appears at any time that the Goods 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 the Goods, the Carrier may without notice to the Merchant (but as his agent only) take any measures and/or incur any reasonable additional expense to carry or to continue the Carriage thereof, and/or to sell or dispose of the Goods and/or to bandon the Carriage and/or to store them ashore or affost, under cover or in the open, at any place, whichever the Carrier in his absolute discrime considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this bill of lading. The Merchant shall indemnify the Carrier against any reasonable additional expense so incurred. The Carrier in exercising the liberties contained in this clause shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage involved to the inspection of the additional conditions or damage incurred as a result of any opening, uppacking, inspection or re-packing. The Carrier shall be entitled to recover the cost of such opining, uppacking, inspection and re-packing from the Merchant.

15. TIME BAR, LAW AND JURISDICTION.
Disputes arising out of or in connection with this Bill of Lading shall be exclusively determined in accordance with the English law.
Any dispute, controverys, difference or claim arising out of or in direct or indirect connection with this contract, including any questions regarding its
conclusions, existence, interpretation, termination or validity, shall be referred to and finally resolved by arbitration in accordance with the provisions set
Conclusioner the Dubbal International Arbitration Center (DAC) Arbitration Rules ("the Aules"), by one or more arbitration sponted in complaince with the
Rules. Alternatively and at the Carrier's sole option, the Carrier may commence proceedings against the Merchant at a competent court of a place of business of the Merchant.

or the reliciant.

Time bar - In any event, the Carrier shall be discharged from all liability if suit is not commenced within one (1) year after delivery of the Goods or the date that the Goods should have been delivered for claims related to loss or damage during the Port-to-Port carriage, and for claims related to loss or damage during Inland Transport the shorter of nine (9) months or any time limit provided for by any applicable intendial convention, national law,

16. THE SCOPE OF CARRIAGE
The intended carriage shall not be limited to the direct route but shall be deemed to include any proceeding or returning to or stopping or slowing down at or off any ports or places for any reasonable purpose connected with the carriage including bunkering, loading, discharging, or other cargo operations and maintenance of Vessel and crew.

17. SUBSTITUTION OF VESSEL. The Carrier shall be at liberty to carry the cargo or part thereof to the Port of discharge by the said or other vessel or vessels either belonging to the rieer or others, or by other means of transport, proceeding either directly or indirectly to such port.

18. LIABILITY FOR PRE- AND ON-CARRIAGE
When the Carrier arranges pre-carriage of the cargo from a place other than the Vessel's Port of loading or on-carriage of the cargo to a place other than the Vessel's Port of discharge, the Carrier shall contract as the Merchant's Agent only and the Carrier shall not be liable for any loss or damage arisi during any part of the carriage other than between the Port of loading and the Port of discharge even though the freight for the whole carriage has be collected by him.

19. LOADING AND DISCHARGING

(a) Loading and discharging of the cargo shall be arranged by the Carrier or his Agent.

(b) The Merchant shall, at his risk and expense, handle and/or store the cargo before loading and after discharging.

(c) Loading and discharging may commence without prior notice.

(d) The Merchant or his Agent shall tender the cargo when the Vessel is ready to load and as fast as the Vessel can receive including, if required by the Carrier, outside ordinary working hours notwithstanding any custom of the port. If the Merchant or his Agent fails to load as fast as the Vessel can receive the cargo, the Carrier shall be refleved of any obligation to load such cargo, the Vessel shall be refleved or any obligation to load such cargo, the Vessel shall be refleved or any obligation to load such cargo, the Vessel shall be refleved for any obligation to load such cargo, the Vessel shall be refleved for any obligation to load such cargo, the Vessel shall be refleved in the Carrier of the Vessel shall be refleved to the Carrier for deadfreight and/or any overtime charges, losses, costs and expenses incurred by the Carrier, other of the Carrier of the

20. CHARGES, COSTS, EXPENSES, DUTIES, TAXES AND FINES

(20. CHARGES, COSTS, EXPENSES, DUTIES, TAXES AND FINES

(21) The Merchant shall be liable for all costs and expenses of fumigation, gathering and sorting loose cargo and weighing onboard, repairing damage

to and replacing packing due to excepted causes, and any extra handling of the cargo for any of the aforementioned reasons.

It is not all the control of the cargo for any of the aforementioned reasons.

(c) The Merchant shall be liable for all fines, penalties, costs, expenses and losses which the Carrier, Vessel or cargo may incur through nonobservance

of Customs House and/or import or export regulations.

(d) The Carrier is entitled in case of incorrect declaration of contents, weights, measurements or value of the cargo to claim double the amount of

freight which would be been due if such declaration had been correctly given. For the purpose of accertaining the actual facts, the Carrier shall have the

night to obtain not the Herchant the original involves and to have the cargo inspect and its contents, weight, measurement or value verified.

21. DESCRIPTION OF GOODS AND MERCHANT'S RESPONSIBILITY 21.1 This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in apparent good order and condition, except as otherwise noted, of

21. DESCRIPTION OF GOODS AND MERCHANT'S RESPONSIBILITY
21.1 This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in apparent good order and condition, except as otherwise noted, of the total number of Containers or ordine packages or untils indicated overleaf.

In the containing of the Carrier shall be under no responsibility whatsoever in respect of such description, condition, temperature, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

21.3 The Merchant warrants to the Carrier that the particulars realising to the Goods as set out on the front hereof heen checked by or on behalf of the Merchant on receipt of this Bill of Lading and that such particulars, and any other particulars furnished by or on behalf of the Merchant, are adequate and correct. The Merchant warrants that the Goods are safely and securely packed in the Containers.

21.4 The Merchant also warrants that the Goods and/or Merchant-packed Containers are lawful Goods, contain normal, of the Carrier of the Merchant and correct. The Merchant also warrants that the Goods are safely and securely packed in the Containers.

21.5 All of the Persons coming within the definition of Merchant in Clause 1 shall be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by the Merchant in this Bill of Lading. Such liability shall include but not be limited to court consciously and containers, seeps for the due fulfillment of all obligations undertaken by the Merchant in this Bill of Lading. Such liability shall include but not be limited to court consciously and the carrier in the same packed of the carrier for the due fulfillment of the carrier in the carrier in the carrier in the carrier in the same packed at the Merchant in this limit and the carrier in the carrier is not responsible.

21.7 The Merchant shall comply with all regulati

22. LIEN

The Carrier, its servants or agents shall have a lien on the goods and any document relating thereto for freight and for general average contributions to whomsoever due. The Carrier, its servants or agents shall also have a lien against the Merchant on the goods and any document relating thereto for all sums due from the Merchant to the carrier under any other contract. The Carrier may exercise its lien at any time and any place in its sole discretion, through the action of any servant, agent or Subcontractor, whether the contractual carriage is completed or not. There's lien shall also extend to cover the cost and legal expense of recovering any sums due. The Carrier shall have the right to sell any Goods liened by public auction or private treaty, without notice to the Merchant. Nothing herein shall prevent the Carrier from recovering from the Merchant the difference between the amount due to the Carrier and the net amount realised by such sale.

23. GENERAL AVERAGE AND SALVAGE
General Average shall be adjusted, stated and settled as per clause 15 above according to the York-Antwerp Rules 1994, or any modification thereof,
the English law in force, in respect of all cargo, whether carried on or under deck.

In the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due
negligence or not, for which or for the consequence of which the Carrier is not responsible by statute, contract or otherwise, the Merchant shall contribute
the the Carrier in General Average to the payment of any scarffice, losses or expenses of a General Average nature that may be made or incurred, and
all pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as
y as if the salving vessel or vessels belonged to strangers.

24. BOTH-TO-BLAME COLLISION CLAUSE.

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, negligence or default of the Manner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the Merchant will indemnify the Carrier against all or liability to the other or non-carrying vessel or her Owner in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the owner of the cargo and or payable by the other or non-carrying vessel or her Owner to the owner of the cargo and set-off, recouped or recovered or the covered to the owner of the cargo and set-off, recouped or recovered or the covered or the cov

25. GOVERNMENT DIRECTIONS, WAR, EPIDEMICS, I.CE, STRIKES, ETC.
(2) The Master and the Carrier shall have liberty to comply with any order or directions or recommendations in connection with the carriage under this contract given by any Government or Authority, or naybody acting or purporting to act on behalf of such Government or Authority, or naybody acting or purporting to act on behalf of such Government or Authority, or naybody acting or purporting to act on behalf of such Government or Authority, or naybody acting or purporting to act on behalf of such Government or Authority, or naybody acting or purporting to act on behalf of such Government or Authority, or naybody acting or the terms of the insurance on the Vessel the right to give such orders or directions or recommendations.

(a) Should it appear that epidemics, quarantine it; ex jabour troubles, labour obstructions, strikes, lockouts (whether or haster's discretion.

(c) Should it appear that epidemics, quarantine; it; ex jabour troubles, labour obstructions, strikes, lockouts (whether or haster's discretion.

(c) Should it appear that epidemics, quarantine; it; ex jabour troubles, labour obstructions, strikes, lockouts (whether or haster's discretion.

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(c) Should it appear that epidemics, quarantine; it; ex jabour troubles, labour obstructions, strikes, lockouts (whether may discharge the cargo at the Port of loading or any other safe and convenient and convenient and convenient and convenient and convenient and the post of loading or any other safe and convenient and co

the freight, together with return freight, if any, and a reasonable compensation for any extra services rendered to the cargo.

26. DEFENCES AND LIMITS OF LIABILITY FOR THE CARRIER, SERVANTS AND AGENTS

(a) It is hereby expressly agreed that no servant or agent of the Carrier (which for the purpose of this Clause includes every independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Merchant under this contract of carriage, for any loss, damage or delay of whatsoever had raining or resulting directly or indirectly from any act, neglet redult on his part while acting in the course of or in connection with his employment, or resulting directly or indirectly from any act, neglet redult on his part while acting in the course of or in connection with his employment, or resulting directly or indirectly from any act, neglet event of the contract of contract of

27. STOWAGE
(a) The Carrier shall have the right to stow cargo by means of containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate goods.
(b) The Carrier shall have the right to carry containers, trailers, transportable tanks and covered flats, whether stowed by the Carrier or received by him in a stowed condition from the Merchant, on or under deck without notice to the Merchant.

28. SHIPPER-PACKED CONTAINERS, TRAILERS, TRANSPORTABLE TANKS, FLATS AND PALLETS If a Container has not been packed by or on behalf of the Carrier:

28. SHIPPER-PACKED CONTAINERS, TRAILERS, TRAILERS, TRAINSPORTABLET TANKS, FLATS AND PALLETS
If a Container has not been packed by or on behalf of the Carrier;
28.1 The Merchant shall inspect the Container for suitability for carriage of the Goods before packing it. The Merchant's use of the Container shall be prima facile vedlence of its being sound and suitable for use.

(a) the manner in which the Goods have been packed, stowed, stuffed or secured in the Container, or
(b) the unsuitability of redective condition of the Container or the incorrect setting of any refrigeration controls thereof, provided that, if the Container or the incorrect setting of any refrigeration controls thereof, provided that, if the Container has been supplied by or on behalf of the Carrier, this unsuitability or defection which will not be the property per-cooled to the Correct carrying temperature.

28.3 The Merchant is responsible for the packing and sealing of all Merchant-packed Containers and, if a Merchant-packed Container is delivered by the Carrier with an original seal as affixed by the Merchant or containers or security control intact, or the Carrier shall not be failed than original seal as affixed by the Merchant or such as a fixed by the Merchant or such as a fixed

Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be returned to the Carrier in the same order and n as handed over to the Merchant, normal wear and tear excepted, with interiors clean and within the time prescribed in the Carrier's tariff or

televinies.

(b) The Merchant shall be liable to the Carrier for any loss, damage to, or delay, including demurrage and detention incurred by or sustained to containers, pallets or similar articles of transport during the period between handing over to the Merchant and return to the Carrier.

Italines, peries or with the duration of this Carriage that:

30. SANCTIONS CLAUSE

The Merchant warrants throughout the duration of this Carriage that:

(a) It is not the subject of any Sanctions or Sanction Lists or owned, in whole or in part, by any entity or person subject of same;

(b) It shall comply with all Sanctions; and

(c) the booking and carriage of the Cargo is not subject to any Sanctions.

The Carrier shall have the right to perform or suspend delivery if the Carrier becomes aware that the Merchant is or may be, in the Carrier's judgment, breach of the above warranties (whether as a result of any action and/or omission) or that the Carriage or the Goods poses in the Carrier's judgment potential for the imposition of Sanctions against the Carrier or the Merchant, whichever the Carrier in his absolute discretion considers most appropriate.

Carrier shall also be entitled to entitled to entitled to entitled to entitled to entitle to entitle

31. SEPARABILITY AND VARIATION OF TERMS, FINAL CONTRACT
The terms of this Bill of Lading shall be separable and, if any term or provision hereof or any part of any term or provision shall be invalid to any extent, it is the terms of this Bill of Lading shall be been provided by the pro