

"Merchant" includes the charterer, the shipper, the receiver, the consignor, the consignee, the holder of the Bill of Lading, the owner of the cargo and any person entitled to possession of the cargo.

2. Notification

2. Notinication (a) Should the Carrier anticipate that, for whatever reason, the vessel will not be ready to load the cargo by the end of the shipping period, it will notify the Merchant thereof without delay stating the expected date of the vessel's readiness to load and asking whether the Merchant will exercise its option of cancelling the carriage, or agree to a new shipping

period.

(b) The Merchant must exercise its option within 48 running hours after the receipt of the Carrier's notice. If the Merchant does not exercise its option of cancelling, then the new

can be shall apply.

(c) The provisions of sub-clause (b) of this clause shall operate any time the Carrier

requests amendment of the shipping period.

(d) All notices of arrival are given in good faith, weather and unforeseen circumstances permitting, and without guarantee.

3. Liability under the Contract

(a) Unless otherwise provided herein, the Hague Rules contained in the International

permitting, and without guarantee.

3. Liability under the Contract

(a) Unless otherwise provided herein, the Hague Rules contained in the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment shall apply to this Contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply. In respect of shipments to which there are no such enactments compulsorily applicable, the terms of Articles I-VIII inclusive of said Convention shall apply. In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on 23rd February 1986 ("The Hague-Visby Rules") apply compulsorily, the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. Where the Hague Rules or part of them or the Hague-Visby Rules apply to terperiod before loading and after discharge where the Carrier (or his agent) have custody or control of cargo. Unless otherwise provided herein, the Carrier shall in no case be responsible for loss of or damage to deck cargo and/or live animals.

(b) The Carrier shall under no circumstances be liable for consequential damages or desension of any of the considered or detention of any

(b) The Carrier shall under no circumstances be liable for consequential damages or losses including damages for delay and/or truck or rail or barge demurrage or detention of any kind. In the event that the Carrier is held to be liable for damage or loss other than damage to the cargo, such liability shall in any event be limited to the freight covered by this Bill of Lading or to the limitation amount determined by sub-clause 3(a) or Special Clause B, whichever is lesser.
(c) The aggregate liability of the Carrier and/or any of his servants, agents or independent contractors under this Contract shall, in no circumstances, exceed the limits of liability for the total loss of the cargo under sub-clause 3(a) or, if applicable, the Special Clauses.
4. Law and Jurisdiction

the total loss of the cargo under sub-clause 3(a) or, if applicable, the Special Clauses.

4. Law and Jurisdiction

Except as provided elsewhere herein, any dispute arising under or in connection with this Bill of Lading shall be referred to arbitration in London. The arbitration shall be conducted accordance with the London Maritime Arbitrators Association (LMAA) terms. The arbitration Tribunal is to consist of three arbitrators, one arbitrator to be appointed by each party and the two so appointed to here arbitrators, one arbitrator to be appointed by each party and the two so appointed to appoint a third arbitrator. English law is to apply.

5. The Scope of Carriage
(a) 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 bunketing, loading, discharging or other cargo operations and maintenance of vessel and crew. The Carrier shall have the liberty of restowing the cargo and loading and discharging other cargoes for the account of other therchants for ports enroute or not enroute.

(b) Any devalution, change in discharging or or or time lost due to environmental hazards or due to avoidance of same to be for Merchant's account and such deviation shall not be considered unjustified.

6. Substitution of Vessel

The Carrier shall be at liberty to carry the cargo or part thereof to the port of discharge by the

The Carrier shall be at liberty to carry the cargo or part thereof to the port of discharge by the The Carrier snaine as unerty to carry the cargo or part interect to the port of discharge by the said or other vessel or vessels either belonging to the Carrier or others, or by other means of transport, proceeding either directly or indirectly to such port.

7. Transhipment

The Carrier shall be at liberty to tranship, land and store the cargo either on shore or affoat and reship and forward the same to the port of discharge at Carrier's expense but at

LighterageAny lightering in or off ports of loading or ports of discharge to be for the risk and account of

Any inflammant.

9. 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 loading or on-carriage of the cargo to 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 loscharge, the Carrier shall contract as the Merchant's Agent only and the Carrier shall not be liable for any loss or damage arising 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 been collected by him.

has been collected by him.

10. Loading and Discharging
(a) Loading and discharging of the cargo shall be arranged by the Carrier or his Agent
unless otherwise agreed or noted herein.
(b) The Merchant shall, at his risk and expense, handle and/or store the cargo before

unless otherwise agreed or noted herein.

(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 lender the cargo, the Carrier shall be relieved of any obligation to load such cargo, the vessels can receive the cargo, the Carrier shall be relieved of any obligation to load such cargo, the vessel shall be entitled to leave the port without further notice and the Merchant shall be liable to the Carrier for deadfreight and/or any overtime charges, losses, costs and expenses incurred by the Carrier and in addition the Merchant shall be liable to pay the Carrier detention at the rate USD 30,000 per day pro rata, payable day by day (or such other sum as is stated on the face of the Bill of Lading) for the period of any delay.

(e) The Merchant or his Agent shall take delivery of the cargo as fast as the vessel can discharge including, if required by the Carrier doe deemed fulfillment of the contract of carriage. Should the cargo not be applied for within a reasonable time, the Carrier may sell the same privately or by auction.

If the Merchant or his Agent fails to take delivery of the cargo as fast as the vessel can expense incurred by the Carrier and in addition, the Merchant shall be liable to pay the Carrier detention at the rate USD 30,000 per day pro rata, payable day by day (or such other sum as is stated on the face of the Bill of Lading) for the period of any delay.

If the Merchant or his Agent fails to take delivery of the cargo as fast as the vessel can receive the many charge the delivery of the cargo and sepantially and the rate USD 30,000 per day pro rata, payable day by day (or such other sum as is stated on

may charge Merchant detention at the market rate commencing on the 31st day of detention.

(g) The Merchant shall be responsible for providing all necessary equipment for loading and discharging, including spreader bars, lifting frames, slings and saddles.

(h) Securing of the cargo to be accomplished to Master's satisfaction. The time and expense of additional cargo securing required by the Merchant or Merchant's representative to be for Merchant's account.

(j) The Merchant shall accept his reasonable proportion of unidentified loose cargo.

(j) Cargo to be carried on terms liner in/free out, free in/liner out, free in/out shall be loaded and/or discharged (as applicable) by the Merchant shall be liable to the Carrier for the negligence of the stevedores whom the Merchant shall be liable to the Carrier for the negligence of the stevedores whom the Merchant shall appoint. Unless otherwise stated, demurage shall be USD 30,000 per day pro rate and payable day by day.

(k) Notice of Readiness may be tendered on arrival, at any time, day or night, all weekend days and whether in port or not, whether in berth or not, whether customs cleared or not, whether in free pratique or not. Notice of Readiness to be considered valid as when tendered, and time to count accordingly.

(j) Detention shall be considered iquidated damages only covering hire of the vessel, inport bunker costs and regular port expenses. The Carrier is entitled to claim from the Merchant any other expenses whatsoever caused by delay of the vessel in and/or of the

port.

(m) Should the vessel not be able to berth for any reason including congestion after 48 hours after arrival at or off the port, the Carrier has the option to sail the vessel and cancel this contract. If the terms are Free in or Merchants or Shippers' berth, the Merchant shall owe deadfreight. Should for any reason the vessel be unable to discharge the cargo within 5 days of arrival at or off the discharge port. The Carrier shall be at liberty to deviate to any other port whatsoever and there discharge the cargo at the Merchant's expense and such alternative discharge shall be deemed to be fulfillment of the contract of carriage.

11. Freight, Deadfreight, Charges, Costs, Expenses, Dutles, Taxes and Fines

(a) Freight, whether paid or not, shall be considered as fully earned and due upon loading and non-returnable in any event. Unless otherwise specified, freight and/or charges under this Contract are payable by the Merchant to the Carrier on demand. Interest of 8 per cent above the official dealing rate of the Bank of England (the base rate) as announced shall start to run on the fifteenth (15) day after the freight, demurrage, detention and/or other charge whatsoever becomes due and owing.

(b) The Merchant shall be liable for all costs and expenses of furnigation, gathering and sorting loose cargo and weighing on board, repairing damage to and replacing of packing due to excepted causes, and any extra handling of the cargo for any of the aforementioned reasons. The Merchant shall be specifically liable for all costs, expenses, losses and liabilities incurred due to non-approved or contaminated or infested dunnage supplied by Merchant including all costs of transporting the cargo to another port, if required.

(c) The Merchant shall be liable for any dues, duties, taxes and charges that under any denomination may be levied, inter alia, on the basis of freight, weight or measurement of cargo or tonnage or classification of the vessel including all Suez or Panama Canal

charges.
(d) The Merchant shall be liable for all fines, penalties, costs, expenses, damages and/

charges.

(d) The Merchant shall be liable for all fines, penalties, costs, expenses, damages and/
or losses that the Carrier, vessel or cargo may incur through non-observance of
Customs House and/or import or export regulations.

(e) Payments, including partial payments made pursuant to this Contract are with
prejudice, nonreturnable, and will be credited to the amount due. Acceptance of a partial
payment under no circumstances waives the full amount due and owing.

(f) The Carrier is entitled in case of incorrect declaration of contents, weights,
measurements or value of the cargo to claim additional freight, losses and expenses.
Additional freight shall be determined as agreed freight amount divided by agreed
volume of cargo in weight measurement and times additional volume of the cargo in
weight measurement. Notwithstanding aforementioned provision, if the Carrier could not
load cargos belonging to other Merchants because of the incorrect declaration, the
Merchant shall indemnify the Carrier from any losses and expenses whatsoever caused
by the incorrect declaration. For the purpose of ascertaining the actual facts, the Carrier
shall have the right to obtain from the Merchant the original invoice and to have the
cargo inspected and its contents, weight, measurement or value verified.

(g) Any additional insurance premium charged by vessel's underwriters for breaching
trading limitations (INL) or war risk exclusions to be for Merchant's account. Any extra
insurance procured (including war risks) or costs incurred to protect vessel, crew, and
cargo against risk of piracy, rebels or terrorists shall be paid by Merchants upon request
of Carrier.

cargo against risk of piracy, rebels or terrorists shall be paid by Mercnants upon request of Carrier.

(h) In the event that the Merchant fails for whatever reason to tender or load the cargo of part thereof, or if it is apparent that the Merchant will not load and/or is in repudiatory breach of the contract, the Carrier shall be entitled to damages and/or deadfreight in respect of the cargo not loaded and such damages/dadreight, shall be considered liquidated damages and quantified on the basis of the applicable freight rate, less stevedoring and port costs saved as a consequence. The Carrier shall not be required to call the loadport but the cargo is unavailable for whatever reason, the Carrier shall be a less should the vessel arrive in the discharge port of whatever reason, the Carrier shall be described to a less should the vessel arrive in the discharge port and there discharge the cargo at the Merchant's expense and such alternative deviate to any other port whatsoever after 48 hours of arrival at or off the discharge port and there discharge the cargo at the Merchant's expense and such alternative discharges the carrier is all be deemed to be fulfillment of the contract of carriage.

(i) Where the Merchant has contracted to tender for shipment a minimum quantity or carried in a number of shipments over a fixed period and fails to tender for shipment the minimum amount of cargo so specified by the end of the fixed period, the carrier is the carrier. The freight shall be demicted to deadfreight on the cargo in the size, positive to a carried in a number of shipments over a fixed period and fails to tender for shipment the minimum amount of cargo so specified by the end of the fixed period, the carrier is the fixed period, the carrier is th

Shipped cargo (or Carrier's estimate if no cargo shipped).

12. Lian

The Carrier shall have a lien on all cargo for any amount due (including freight, detention, demurrage, and other costs or expenses) under this Contract and other contracts between the Merchant and the Carrier and costs of recovering the same (including attomey's fees) and shall be nettiled to self the cargo privately or by auction to satisfy any claims or liens at the specified discharge port or other port.

13. General Average and Salvage

(a) General Average to be adjusted at any port or place at Carrier's option and to be settled according to the York-Antwerp Rules 1994, or any modification thereof, 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 to 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 with the Carrier in General Average to the payment of any sacrifice, losses or expenses of a General Average nature that may be made or incurred, and shall 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 fully as if the salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving vessel is owned and the carrier of socioes not declare General Average or whatever reason and the nature of the event was similar to one for which General Average could have been declared the Carrier shall be entitled to reimbursement of his expenses from the Merchant on a pro rata basis of the cargo on board.

declared the Carrier shall be entitled to reimbursement of his expenses from the Merchant on a pro rata basis of the cargo on board.

14. Both-to-Blame Collision Clause (This clause to remain in force even if unenforceable in the courts of the United States of America)

The Both to Blame Collision and New Jason clauses published and/or approved by BIMCO and obtainable from the Carrier or his agent upon request and as well available on www.bimco.org are hereby incorporated herein.

15. Government Directions, War, Epidemics, Ice, Strikes, Piracy, etc.

(a) The Mester and the Carrier shall he at library to prompt with any order or directions or

(a) The Master and the Carrier shall be at liberty to comply with any order or directions or recommendations in connection with the transport under this Contract of carriage given by any Government or Authority, or anybody acting or purporting to act on behalf of such Government or Authority, or having under the terms of the insurance on the vessel the right to give such orders or directions or recommendations.

by any covernment or Authority, or having under the terms of the insurance on the vessel the right to give such orders or directions or recommendations.

(b) Should it appear that the performance of the transport would expose the vessel or any cargo on board to risk of seizure or damage or delay in consequence of war, warlike operations, blockade, riots, civil commotion or piracy, or any person on board to risk of seizure or damage or delay in consequence of war, warlike operations, blockade, riots, civil commotion or piracy, or any person on board to the risk of loss of life or freedom, or that any such risk has increased, the Master may discharge the cargo at port of loading or any other safe and convenient port. The Master may in his absolute discretion decide to proceed in a convoy or a joint sailing with other vessels or to choose an alternative, non-direct route to protect the crew, vessel and cargo. Any time, including waiting time thereby lost, shall be for the account of the Merchant calculated at the detention rate. Any additional costs such as but not limited to additional bunkers used plus the additional cost of time lost sailing an alternative route (e.g., counding Africa) shall be for Merchants cacount. The additional cost of time lost shall be calculated at the detention rate.

(c) Should it appear that the vessel and/or the crew are exposed to a highly infectious or contagious disease and/or a risk of quarantine or other restrictions whatsoever related to such a disease, epidemics, ice, labour troubles, labour obstructions, strikes, lockouts (whether on board or on shore), difficulties in loading or discharging either at the port/place of loading and/or any other port/place/Waterway en route, or that any such risk/exposure has increased, the Master and/or the Carrier shall be at libert (1) not to all the port/place of discharge and/or any other port/place of loading or any other safe and convenient port/place in case of number (1) and/or (2) the Merchant shall nominate an alternative safe port/p

convenient port/place. In case of number (1) the Carrier shall be entitled to deadfreight as liquidated damages calculated pursuant to clause 11/h) or 11(l). Carrier not to be responsible for damages, delays or cancellations related to the aforementioned sanctions including deficiency of crew.

(e) The discharge, under the provisions of this clause, of any cargo shall be deemed due fulfillment of the contract of carriage. (I) If in connection with the exercise of any liberty under this clause any extra expenses are incurred they shall be paid by the Merchant in addition to the freight, together with return freight, if any, and a reasonable compensation for any extra services rendered to the cargo and any time lost by the vessel at any port/place shall be compensated by the Merchant pursuant to the detention rate (USD 30,000 or such other sum stated on the Bill of Lading) per day pro rata.

16. Canals and Waterways.

Merchant acknowledges that the freight paid or to be paid under this Contract assumes that the vessel will travel through waterways, natural or artificial, including the Panama Canal

16. Canals and Waterways
Merchant acknowledges that the freight paid or to be paid under this Contract assumes that
the vessel will travel through waterways, natural or artificial, including the Panama Canal
and the Suez Canal, (Waterway') where such transit is the shortest and/or most convenient
route to the discharge port. Merchant acknowledges that there is a risk that any such
Waterway may be blocked, closed or that the vessel may encounter significant delay (more
than 72 hours waiting time) at such Waterway or that a transit of such Waterway may be
possible at significantly increased costs only, in such event or reasonably anticipated event,
at the Carrier's absolute discretion, (1) the vessel may wait at or off the Waterway, and/or
(2) the vessel may sail such alternative route as the Carrier deems suitable, and/or (3) the
Carrier may choose to pay increased charges for priority transit if available and/or (4) the
Master may discharge the cargo at a close or convenient port with all of the Carrier's
colligations under this contract being considered fulfilled. The Merchant shall be liable to pay
the Carrier deelention at the detention rate (USD 30,000 or such others um stated on the Bill
of Lading) per day pro rata for any time waiting exceeding 72 hours. Where option 2 is
exercised, the Merchant shall in addition, pay compensation for the consequent increase in
time for sailing an alternative route in accordance with the agreed detention rate plus
additional bunkers plus any additional costs. Where option 5 is exercised, Merchant shall
also pay compensation for increased charges for priority transit. Where option 4 is exercised
the Merchant shall also pay any additional charges or costs incurred in discharging the
cargo.

17. Defences and Limits of Liability for the Carrier, Servants, Agents and Managers

17. Defences and Limits of Liability for the Carrier, Servants, Agents and Managers (a) It is hereby expressly agreed that no servant, agent or manager of the Carrier shall have any liability whatsoever to the Merchant or any other party under this contract of carriage for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act, neglect or default while acting in the course of or in connection with his employment.
(b) Without prejudice to the generality of the foregoing provisions in this fulfillment clause.

lenployment.

(b) Without prejudice to the generality of the foregoing provisions in this fulfillment clause, every exemption from liability, limitation, condition and liberty herein contained and every right, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled, shall also be available and shall extend to protect every such servant, agent or manager of the Carrier acting as aforesaid.

(c) The Merchant undertakes that no claim shall be made against any servant, agent or manager of the Carrier acting as aforesaid.

(d) The Merchant undertakes that no claim shall be made against any servant, agent or manager of the Carrier and in a standard servant and the carrier against all consequences thereof including attomeys feet made, to indemnify the Carrier against all consequences thereof including attomeys feet benefit of all persons who might be his servants or agents from time to this and all such persons shall to the settle to or be deemed to be parties to this contract of carriage.

(g) The provisions of this clause shall specifically apply, but not be limited to all independent contractors, brokers, stevedores, port captains, commercial and technical managers, and transportation providers employed by the Carrier.

(f) Any reference to a letter of credit or invoice ments shall not be considered to be a declaration of value of the cargo. Unless the value of the cargo is declared by the Merchant the Carrier providers.

Carrier for all losses whatsoever including any damage to the Vessel or other cargo onboard and any loss of time.

20. Shipper-Packed Containers, Trailers, Transportable Tanks, Flats, Pallets and Similar Articles
(a) The Carrier shall not be responsible for loss of or damage to contents of a container whatsoever when the container has not been filled, packed or stowed by the Carrier. The Merchantshall cover any loss, damage or expense incurred by the Carrier when caused by negligent filling, packing or stowing of the container, or the contents being unsuitable for carriage in a container. The same applies with respect of trailers, tanks, flats, pallets and other similar articles of transport used to consolidate goods.

(b) The Merchant shall be responsible to provide to the Carrier prior to loading of the cargo mandatory container weight verification in accordance with SOLAS Verified Gross Mass (VGM) requirements. Should a container artive alongside without VGM, the Carrier has a right to obtain VGM at responsibility and expense of the Merchant or reject loading the container without any liability to Carrier. In addition, the Merchant shall pay detention in the amount as per clause 10 (d) or (e) for any delay and any other costs whatsoever related to Merchants' failure to timely provide VGM.

SPECIAL CLAUSES

In addition to Clauses 10(d) and (e), detention shall also be paid by the Merchant, at the In addition to Clauses 10(d) and (e), detention shall also be paid by the Merchant, at the rate of USD 30,000 per day pro rata unless otherwise specified and is payable day by day, for any delay in waiting for loading or discharge at or off the port or berth, including time lost due to congestion, swell or tide, quarantine or similar restriction, shifting, renomination of the berth due to Merchant's request, restrictions to conduct cargo operations or navigations, impossibility to leave the berth after loading or discharge is completed or any other reason whatsoever and any consequences thereof. The Merchant shall also be liable for any extraordinary costs while the vessel is on detention.

B. U.S. Trade. Period of Responsibility

(i) In case the Contract of carriage evidenced by this Bill of Lading is subject to the U.S. Carriage of Goods by Sea Act of the United States of America 1936 (U.S. COGSA), then the provisions stated in said Act shall govern before loading, and after discharge and throughout the entire time the cargo is in the Carrier's custody and in which event freight shall be payable on the cargo coming into the Carrier's custody. For US trades, the terms on file with the U.S. Federal Maritime Commission shall apply to such shipments.

(ii) If the U.S. COGSA applies, and unless the nature and value of the cargo has been declared by the shipper before the cargo has been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss or damage to the cargo in any amount exceeding USD500 per package or customary freight unit. If despite the provisions of sub-clause 3(a), the Carrier is found to be liable for deck cargo, then all limitations and defences available under U.S. COGSA (or other applicable regime) shall apply.

shall apply.

(iii) For purposes of calculating the Carrier's liability under subsection (ii), the number of pieces or units listed in the box on the face of this Bill of Lading headed "Number and kind of packages, description of cargo' shall conclusively establish the number of packages. If the cargo being carried is not a package, then unless expressly stated otherwise, freight is calculated on the number of such unpackaged vehicles or other physical pieces of unpackaged cargo, including articles or things of any description whatsoever except goods shipped in bulk, and each such piece of unpackaged cargo shall conclusively be deemed one customary freight unit.

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C. Security Clause

c. secturity clause

(i) If the vessel calls any country that requires security filing including but not limited to the

United States, Canada, Brazil and the European Union member states, including any of

their territories, regardless whether this country is a port of loading or discharge for

Merchant's cargo, the following provisions shall apply with respect to any applicable

resolutions: unations or measures: The richard shall provide the Carrier with all information needed for security filing no later than tours prior to vessel's loading or if the decision to call the country filing no later.

Merchantshall provide the Carrier with all information needed for security filing no later than 48 hours prior to vessel's loading or if the decision to call the country requiring security was made by the Carrier after the vessel had sailed not later than 48 hours after the Merchant received Carrier's request to provide such information. (ii) Unless caused by the Carrier's negligence, any delay suffered or time lost in obtaining the entry and exit clearances from the relevant country's authorities shall count as time on detention.

Any fines, penalties, fees, costs, expenses, damages (including consequential nages and attorney's fees) and losses that the Carrier may incur, even if levied against the vessel, that arise out of security measures imposed at any port shall be for the Merchant's account if not due to Carrier's negligence.

Merchant warrants that they have vetted their supply chain and no party or part of the supply chain or goods is sanctioned by the US, EU, UK, UN or competent authority or government with Merchant to be fully liable for damages due to breach of warranty. Carrier not to be responsible for damages, delays or cancellations related to the aforementioned sanctions including deficiency of crew.

Commission, where referenced, shall only be applicable to, and calculated on, freight earned and paid with respect to voyage(s) performed under this Bill of Lading.

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