I. GENERAL PROVISIONS

1. Applicability (a) This Multimodal Air-Sea/Sea-Air Transport Bill shall be deemed to be and have the effect of an Air Waybill, whilst Goods are in air carriage and deemed to be and have the effect of a Straight Bill of Lading whilst the Goods are being carried by sea. (b) Nowthitstanding the heading, "Multimodal" the provisions set out and referred to below shall also apply if the transport as described in this Multimodal Air-Sea/Sea-Air Transport Bill is performed by one mode of transport only. (c) The provisions set out and referred to below shall also apply for any transitional period or carriage to, from and between airport and seaport, or vice versa, whether by road, rail or any other means of transport whatsoever.

2. Definitions

**Multimodal Al-Sea/Sea-Air Contract of Carriage* (the Contract) means a single contract for the carriage of Goods by sea and/or by air, in any order, including any transitional carriage to, from and between airport and seaport, or vice versa, by any means of transport whatsoever.

**Adultimodal Al-Sea/Sea-Air Bill (Bill) means this document evidencing the Contract.

Carrier (the Carrier) means FedEx Trade Networks Transport & Brokerage (EMEA) B.V. on whose behalf this Bill has been signed.

Merchard (the Merchard) includes the person who concludes the Contract with the Carrier, the shipper, consigner, consigner, owner and receiver of the Goods, holder of this Bill, or any person acting on their behalf.

nercrant (the werchant) includes the person who concludes the Contract with the Carrier, the shipper, consignor, consignee, owner and receiver of the Goods, holder of this Bill, or any person acting on their behalf with the Carrier, the shipper, consignor, consignee) means the person/entity entitled to receive the Goods from the Carrier, whether that is the Merchant or a separate party.

"Goods" (the Goods) means the cargo described on the face of this Bill and, if the cargo is packed on or in consolidating articles of transport, including for example containers and pallets, supplied or furnished by or on behalf of the Merchant, includes the articles of transport as well.

"Special Drawing Right (SDP)" is a Special Drawing Right as defined by the International Monetary Fundament (Parket Convention as a mended at The Hague of the Convention of the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsant, 12 Cotober 1293; that Convention as amended at The Hague 1955 and by Montreal Protocol No. 1, 2, or 4 (1975) as the case may be.

"Morrand Convention" means the Convention for the Unification of Certain Rules for International Carriage the Andread on 28 May 1999.

"Morrand Convention" means the Convention for the Unification of Certain Rules for International Carriage by Air, done at Montreal on 28 May 1999.

"The Hague Visty Rules" International Convention for the Unification of Certain Rules of Law relating to Bills of Lading 1924 as amended by the Protocol signed at Brussels on February 23" 1988.

3. Carrier's Tarler's applicable tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable tariff are available from the Carrier upon request.

The terms of the Carrier's applicable tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable tariff are available from the Carrier upon request.

4. Time Bar

Without prejudice to any notice periods contained herein, all liability whatsoever of the Carrier shall cease unless suit is brought within one (1) year after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

(a) All disputes airsing out of, or in connection with this Bill shall be determined by the exclusive jurisdiction of the English High Court.

(b) This Bill is governed and construed in accordance with English Law.

6. Subcontracting and Consolidation

(a) The Carrier shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the handling, storage, or carriage of the Goods and all duties undertaken by Carrier in relation to the Goods. The defences, limitations, and the law governing this Bill with the force of law or incorporated by reference in this Bill shall apply to all parties that agree directly or indirectly with the Carriar to perform all or part of the Contract. The terms of Clause 55, the Himalaya Clause, shall apply.

(b) The Carrier shall be entitled to consolidate the Goods with other cargo and to procure the performance of the whole or any part of the Carriage by contracting in this Bill shall appry to all paries that agree ones, or manney, minimize the Cause, shall apply.

(b) The Carrier shall be entitled to consolidate the Goods with other cargo and to procure the performance of the whole or any part of the Carriage by contracting with any person on any terms for the movement of a consolidated shipment that includes the whole or any part of the Goods

Clause, shall apply.

(b) The Carrier shall be entitled to consolidate the Goods with other cargo and to procure the performance of the whole or any part of the Carriage by contracting with any person on any terms for the movement of a consolidated shipment that includes the whole or any part of the Goods

II. PERFORMANCE OF THE CONTRACT

7. Methods and Routes of Transportation
(a) The Carrier is entitled to perform the transport in any reasonable manner and by any reasonable means and routes by sea, air and land in any order.

(b) During the carriage by sea, vessels shall have the liberty, either with or without the goods on board, at any time to adjust navigational instruments, make trial trys, dry dock, pish the thirt, state in fuel or stores, enhancer of the performance of the under deck stewage for all purposes including General Average. Except as otherwise provided by any law applicable to this contract, if this Bill states that the cargo is stowed on deck, then the Carrier shall not be liable for any non-delivery, misdelivery, delay, loss or damage to goods carried on deck, whether or not caused by Carrier's negligence or unseaworthiness
(a) The Carrier shall be entitled to the Consignee
(a) The Carrier undertakes to perform or produce the performance of all acts necessary to ensure delivery of the Goods to the Consigne.

(b) The Carrier shall be entitled to store the goods at the sole risk of the Merchant and the Carrier's liability shall cease and the cost of such storage shall be paid upon demand by the Merchant to the Carrier.

(c) The Carrier shall have the right to deliver the goods at any time at any place designated by the Carrier within the commercial or geographic limits of the Port, or Airport of Discharge, or place of delivery shown in this Bill.

(d) The Carrier's responsibility shall cease when delivery has been made to the Merchant, to any person authorized by the Merchant to receive the goods, or in any manner or to any other person in accordance with the custom and usage of the Port/Airport of Discharge or place of delivery.

(e) If goods should remain in the Carrier's applicable tarift, the goods may be considered to have been delivered within the time allowed in the Carrier's applicable tarift, the goods may be considered to have been delivered. In the Merchant, and at the Carrier's option, may be abandoned, disposed of or stored at the expense of any person or entity within the definition of Merchant, and at the Carrier's option, may be abandoned, disposed of or stored at the expense of any person or entity within the definition of the Merchant, and at the Carrier's option, may be abandoned, disposed of or stored at the expense of any person or entity within the definition of Merchant, including the Condition of the Goods) not arising from any fault or neglect

are subject to:

1. Applicable laws and government regulations and international conventions;

1. Provisions contained in this Bill, the Carrier's conditions of carriage and related rules, regulations, and timetables (but nor the times of departure and arrival stated therein) and applicable tariffs of the Carrier's conditions are made part hereof, and which may be inspected at any ports/airports or other cargo sales offices from which it operates regular services.

(c) The Carrier's conditions of carriage linclude, but are not limited to:

1. Limits on the Carrier's liability for loss of, damage to, or delay in delivery of the goods including fragile or perishable goods:

1. Claims restrictions, including time periods within which Merchants or consignees must file a claim or bring an action against the Carrier for its acts or omissions, or those of its acents:

Claims restrictions, including time periods within which Merchants or consignees must file a claim or bring an action against the Carrier for its acts or omissions, or those of its agents;
Rights, if any, of the Carrier or change the terms of the contract;
Rules about the Carrier's right to refuse to carry;
Rights of the carrier and limitations concerning delay or failure to perform service, including schedule changes, substitution of alternate carrier or aircraft and remotion.

rerouting.
(d) Subject to any lawful defences, the Carrier shall only be liable for loss of or damage to the Goods if the occurrence which caused the loss, damage in Delivery took place while the Goods were in the Carrier's charge as defined in sub-clause 11(a). The Carrier shall only be liable for loss arising from delay in delivery if, prior to shipment, the Consignor has made a written request that time for delivery is to be considered of the essence and which request has been accepted in writing by the Carrier. The Carrier shall not be liable if he proves that no fault or neglect of his own, his servants or agents has caused or contributed to the loss, damage or delay in delivery.

Withing by the Catinet. The Canter alien in Control and in Control and in Catinet and Cati acting within the scope of his employment, and of any other person whose services he makes use usus personal and the scope of his employment, and of any other person whose services he make use usus personal and the scope of the Carrier any liability in connection with the Goods other than as provided herein, whether or not asking from negligence of the Carrier.

(g) The provisions of this contract apply to all claims against the Carrier relating to the performance of the Contract, whether the claim be founded in contract, tort, ballment, restriction or otherwise.

Goods other than as provided herein, whether or not arising from negligence of the Carrier.

(g) The provisions of this contract apply to all claims against the Carrier relating to the performance of the Contract, whether the claim be founded in contract, tort, ballment, restitution or otherwise.

(ii) The provisions of this Contract apply wherever claims relating to the performance of the Contract are made against any servant, agent or other person whose services the Carrier has used in order to perform the Contract, whether such claims are founded in contract, in tort, or otherwise. In entering into this Contract, and the contract is a service of the Contract and the contract is a service of the Carrier and such persons shall not in any circumstances exceed the limits below.

(i) With respect to the transportation performed by inland carrier(s) to the portal proof of lading or from the portal proof of discharge, or between sea port and aliptor, or vice versa, the responsibility of Carrier shall be to procure transportation by such carriers (one or more) and such transportation shall be subject to the inland Carrier(s) contracts of carriage or tariffs, which are incorporated herein by reference, and any law compulsority applicable.

(ii) When any claims are paid to the Merchant by the Carrier shall automatically be subrogated to all rights of the Merchant against all others, including any inland carriers, on account of the losses of damages for which such claims are paid.

(iii) The Carrier's liability for compensation for loss of or damage to goods shall in no case exceed the lower amount of US\$500 per package or 2SDRs per customary freight unit, unless the Merchant, with the express written consent of the Carrier, has declared a higher value for the goods in the space provided on the fort of the first liability for compensation of loss of or damage to opposite shall be the limit of Carrier's liability in Against generate shall not in any case be liable for an amount set for them case such higher value and th

inherent vice of the Goods

inherent vice of the Goods; wastage in bulk of weight or any other loss or damage arising from inherent defect, quality or vice of the goods; handling, loading, stowage, or unloading of Goods by or on behalf of the Merchant strike, lock-out, stoppage or restraint of labour, from whatever cause, whether partial or general;

Ix. Strike, lock-dus, suppage or restraint or access from the strike operations, civil war, riots, terrorist activity, civil commotion or revolution, blockade by any Government, sanctions, sabotage or piracy; xii. fire xiii. act of God

xii. aucuritine restrictions
xiv. any cause or event which the Carrier could not reasonably avoid and the consequences of which he could not prevent by the exercise of reasonable diligence;
xiv. any cause or event which the Carrier the consequences of which he could not reasonably have foreseen; or
xii. any other cause arising without the actual fault or privity of the Carrier, or without the fault or neglect of the agents or servants of the Carrier,
(i) The Carrier is not liable for consequential damages unless the Carrier has expressely agreed in writing to be responsible for the specific damage alleged. The
Carrier does not agree to deliver the goods at any particular time or for any particular market and thus is not responsible for any damages whatsoever alleged to
have been caused by any delay whatsoever and howsoever caused, if, despite the foregoing provision, the Carrier is held for damages affurbuable to delay,
said damages are limited to the total amount payable as freight for the delayed goods only, as shipped under this Bill which included the delayed goods.

12. The general provisions of this Bill, and in particular those set out at Clause 11 above, will apply and take precedence over any other contractual provisions or those implied by law, save as where mandatory terms apply by way of mandatorily applicable law.

13. If he stage of carriage during which any loss, damage or delay to the Goods is known and can accurately be ascertained:

Notwithstanding, and without prejudice to the general terms of this Bill (which to the extent that there is any conflict will prevail over all other terms), if the stage of the carriage during which any loss, damage or delay occurred during carriage by sea.

(a) Llability shall be determined in accordance with The Haque Visby Rules, which shall also determine liability in respect of carriage by inland waterways as if such carriage were carriage by sea. Furthermore, they shall apply to all goods, whether carried on or under deck.

(b) Unless notice of loss of or damage to the goods, specifying the general nature of such loss or damage is given in writing by the Merchant to the Carrier when the goods are handed over to the Merchant, such handing over is prima facie effect shall apply if notice in writing is not given within there (3) consecutive days after the day when the goods were handed to the Merchant, such handing over is prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed to the Merchant such handing over is prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed to the Merchant such handing over is prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed to the Merchant such handing over is prima facie effect shall apply if notice in writing is not given writing is not given writing the day when the goods were handed to the Merchant such that the day when the goods are handed

plicable conventions.

applicable conventions.

(b) For carriage by air to which neither the Warsaw Convention nor the Montreal Convention are mandatorily applicable, the Carrier's liability limitation for cargo lost, damaged or delayed shall be the lower of US\$500 per package or 2 SDRs per kilogram unless a lower limit is provided in any applicable Convention or in the Carrier's faithfirs or general conventions or claringe.

(c) Any complaint regarding loss or damage during carriage by air must be made in writing to the Carrier forthwith end tiscovery of the damage or delay, or at least within the following time periods: in the case of damage, no later than toursen (r) did yets from the receipt of the Goods; in the case of delay, no later than twenty one (21) days from the date when the Goods should have been delivered, provided that: if any other time periods for submitting complaints are set forth in the WarsawMontreal Conventions or any amendment thereto which applies with force of law, such time periods shall apply.

16. If there is any dispute or uncertainty as to where any damage, loss or delay to the Goods occurred, the general provisions set out at paragraphs 11-12 shall annow.

16. If there is any dispute or uncertainty as to where any damage, loss or delay to the Goods occurred, the general provisions between any purpose.

17. Except in case of fraud, no action for loss or damage to the Goods or delay may be brought against the Carrier unless such a complaint has been made in accordance with the advorsald time periods.

18. Containers Not Packed By the Carrier

(a) Goods may be packed by the Carrier

(b) If a Container (which includes any pallet or similar article of transport used to consolidate Goods.

(b) If a Container (which includes any pallet or similar article of transport used to consolidate the Goods) has not been packed or filled, or the Goods, whether or not in a container, have not been prepared or packaged for transportation by or on behalf of the Carrier, the provisions of this Clause shall apply. The Carrier shall not be lable for loss of or damage to the contents and Merchant shall indemnity the Carrier against any loss, damage, liability or expense:

I has been caused by the unsuitability of elections of the Goods for Carriage in Containers or for importation or delivery at destination, or ii. has been caused by the unsuitability of the Goods for Carriage in Container supplied by or on behalf of Carrier; or

i. has been caused by the unsuitability of the Goods for Carriage in Containers or for importation or delivery at destination; or ii. has been caused by the unsuitability of the Goods for Carriage in Containers or for importation or delivery at destination; or iii. has been caused by the unsuitability or defective condition of any Container supplied by or on behalf of Carrier; or iv. has afreen without any want of ace diligence on the part of Carrier to make the Container reasonably fit for the purpose for which it is required; or v. which would have been apparent on a reasonable inspection by Merchant at or prior to the time when the Container was packed or filled; or vi. has been caused by the lack of proper description or preparation or packing of the Goods for transportation.

() This Bill is prime facie evidence of the receipt of the particular number of containers or similar articles of transport before a formation of the contents of the containers. Delivery shall be deemed as full and complete performance when the containers or similar articles of transport art and inspect any container or similar articles of transport before stuffing them and the use thereof shall be prima facie evidence of their being sound and suitable for use.

19. Return of Containers.

20. Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be a container or similar articles of transport before stuffing them and the use thereof shall be prima facie evidence of their being sound and suitable for use.

evidence of their being sound and suitable for use.

19. Return of Containers

(a) Containers, pallets or similar articles of transport before stuffing them and the use thereof shall be prima facise evidence of their being sound and suitable for use.

19. Return of Containers

(a) 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 condition as when handed over to the Merchant and, with Interiors clean and within the time prescribed in the Carrier's tariff or elsewhere.

(b) The Merchant shall be liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Merchant for losading/stuffing and return to the Carrier for carriage.

(c) The Merchant and the Consignee shall be jointly, and severally liable for any loss of, damage to, or delay, including but not limited to demurrage/detention costs, of such articles, incurred during the period between handing over to the Consignee for unloading/unstuffing and return to the Carrier or carriage.

(a) The Merchant may not tender goods of a dangerous nature without written application to the Carrier and the Carrier's acceptance of the same. In the application, the Merchant must identify the nature of the goods with specificity as well as the names and addresses poly according to national law or by resson of international convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature, and shall not any control and indicate to thin, the be, they precautions to be taken.

(c) If the Merchant falls to provide to the Garrier information, as to the nature and danger of the Goods and the necessary precautions, the Goods may at any time be landed at any place, thrown overboard, destroyed, desposed of or rendered innocous without liability on the part of Carrier and without compensatio

Merchant. (d) Even if such disclosure is made, the same disposal/destruction of such Goods is warranted if the Carrier, in its sole discretion, considers they shall be obecome disagerous or noxious to the Vessel, Alignaff or other means of fransportation or other cargo, or persons.

(e) The Merchant shall indemnify the Carrier for all costs, losses, damages, liabilities, fines, civil penalties and expenses (including legal costs) incurred by the Carrier, arising in connection with or caused in whole or in part by the Goods. The Merchant agrees to so indemnify the Carrier, even if the Merchant did not know, nor had reason to know of the dangerous propensity of the Goods shipped.

V. FREIGHT, LIEN, ABANDONED CARGO, CARRIER'S RIGHTTO HOLD OR SELL GOODS

IV. FREIGHT, LERN, ADANDOVED GRADO, CONDENSION OF THE CONTROL OF T

monies due to the Carrier, upon recovery by the Carrier, the Merchant for suppose to unsure a construction of the Carrier, the Merchant for suppose to the Carrier, the Merchant for suppose to the Carrier, the Merchant shall pay the expenses of collection and itigation, including all and any legal costs and fees.

(b) Freight may be calculated on the basis of the particulars of the goods furnished by the Merchant, who shall be deemed to have guaranteed to the Carrier the accuracy of the contents, weight, measure, or value as furnished by him at the time of receipt of the goods, but Carrier for the purpose of ascertaining the actual particulars may at any time and at the risk and expense of the Merchant open the container or package and examine contents, weight, measure, and value of the goods. In case of incorrect declaration of the contents, weight, measure and/or value of the goods, the Merchant shall be liable for and bound to pay to the Carrier.

the balance of freight between the freight charged and that which would have been due had the correct details been given, plus expenses incurred in determining the correct details, plus

i. the bilance of freight between the freight charged and that which would have been due had the correct details been given, plus ii. expenses incurred in determining the correct details, plus iii. as incurred in determining the correct details, plus iii. as incurred in determining the correct details, plus iii. as incurred premiums or other charges given by the Carrier to the Merchant are for informational purposes only and are subject to change without notice and shall not under any orcumstances be binding upon the Carrier to the Merchant are for informational purposes only and are subject to change without notice and shall not under any orcumstances be binding upon the Carrier unless the Carrier in writing specifically undertakes the handling of transportation of the shipment at a specific rate.

(d) The Merchant shall be liable for all dues, duties, fines, taxes and charges, including consular fees, levied on the goods. The Merchant shall be liable for all dues of the specific rate.

(d) The Merchant shall be liable for all dues due to the despect import by any opportment.

In the Merchant shall be to the Carrier for the payment of all freight and charges, including advances. This provision shall apply regardless of whether the front of this Bill has been marked "prepaid" or "freight prepaid" so long as freight and charges remain ungel.

(f) All persons encompassed within the definition of Merchant' as provided above shall jointly and severally indemnify the Carrier for all claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach of the Merchant of any of the provisions of this Bill of Lading or of any statutory or regulatory requirements.

(g) The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rate of exchange, devaluation and other contingencies relative to freight and charges in the relevant tariff conditions. If no such stipulation as to devaluation exists or is

when the freight and charges are paid.

22. Lien

(a) The Carrier shall have a lien on the Goods, which shall survive delivery, for all freight, dead freight, demurrage, damage, loss, costs and charges, General
Average contributions to whosever due, expenses and any other sums whatsoever payable by or chargeable to or for the account of the Merchant under this
document and any contract preliminary hereto and any sums owed to the Carrier by the person requesting delivery of the Goods on prior accounts or delivered
shipments, whether or not related to the Goods or carried under a different bill of lading, and the cost and expenses of revening the same, and may hold the
Goods until all such charges and costs are fully settled, or self the Goods privately or by public auction without notice to the Merchant. If sale proceeds fall to cover
the amount due and expenses incurred, the Carrier may recover the deficit from the Merchant.

(b) If the Goods are unclaimed after a reasonable time not to exceed fourteen (14) days after notice of arrival, or the time set forth in any applicable warehouse
recept or bill of lading, or whenever in the Carrier's optinion the Goods will become deteriorated, decayed or worthless, the Carrier may, at its discretion and
subject to its lien and without any responsibility attaching to the Carrier, sell, abandon or otherwise dispose of such Goods solely at the risk and expense of the
Merchant.

MISCELLANEOUS PROVISIONS

W. MISCELLANEOUS PROVISIONS

3. General Average
(a) General Average)
(a) General Average shall be adjusted at any port or place at the Carrier's option and to be settled according to the York-Antwerp Rules 1994, or any modification thereof, this covering all Goods, whether carried on or under dack. The New Jason Clause as approved by BIMCO to be considered as incorporated herein.
(b) The General Average statement shall be prepared by adjusters appointed by the Carrier.
(c) In the event of accident, damage, danger 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 Carrier in General Average and payment of any scartifice, loss or expense of a General Average and Lorenze had pay savage or special charges incurred in respect of the goods. The parties to this Bill agree to accept as brinding the decisions of the General Average and Japus and

the Merchant does not appear.

((d) Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall, if required, be submitted to the Carrier prior to the Delivery of the Goods.

24. 8cht-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. Both-to-Blame Collision Clause
The Both-to-Blame Collision Clause a adopted by BIMCO shall be considered incorporated herein.

25. Himalaya Clause
(a) it is hereby expressly agreed that no servant, agent, direct or indirect subcontractor or other party employed by or on behalf of the Carrier, or whose services or equipment have been used, hereinafter termed "Sevarnt") shall in any circumstances whatsoeve he under any inability whatsoever to the Merchant, riculting all the parties contained in the definition of Merchant above, for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act, neglect or default on the Servarts part while acting in the course of or in connection with the performance of this contract.

(b) Without prejudice to the generality of the foregoing provisions, every exemption, imitation, condition and blerry contained herein and every right, exemption (b) Without prejudice to the generality of the foregoing provisions, every exemption, imitation, condition and blerry contained herein and every right, exemption (c) without prejudice to the generality of the foregoing provisions, every exemption, imitation, condition and blerry contained herein and every right, exemption (c) with the course of a relative provision contained herein shall also be available and shall extend to every such Servart, who shall be entitled to entroice the same against the Merchant.

(c) The Merchant undertakes that no claim or allegation whether arising in contract, believe the exemption of the properties of the provision contained herein shall also be entitled to enforce the foregoing covenant against the Merchant and (d) The Merchant undertakes that if any such claim or allegation should nevertheless be made, he will indemnify the Carrier against all consequences thereof.

(e) For the purpose of sub-paragraphs (a)-(d) of this clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of the Servart who shall to this exten

part or term hereof.

29. Variation of the Contract

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