I. GENERAL PROVISIONS

1. Appreciability (a) This Multimod 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) Notwithstanding 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 Bil 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 Air-SearSaa-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. "Multimodal Air-SearSaa-Air Bill" (bill) means this document evidencing the Contract. "Carrier" (the Carrier) means FedEx International Freight Forwarding Agency Services (Shanghai) Company Limited on whose behalf this Bill has been signed. Mider of this Bill, includes the person who concludes the Contract with the Carrier, the shipper, consigner, consignee, owner and receiver of the Goods holder of this Bill, or any person acting on their behalf.

Interview use sensitive provides the present who concluses the Contract with the Cattrer, the simplef, Contigrice, Contigrice, owner and received of the Goods, holder of the Sill, or any person acting on their behalf. "Consignee" (the Consignee) means the person/entity entities to receive the Goods from the Carrier, whether that is the Merchant or a separate party. "Consignee" (the Consignee) means the person/entity entities the face of this Bill and, if the cargo is packed on or in consolidating articles of transport, and "Constaintee" containers and pallets, supplied or furnished by or on behalf of the Merchant, includes the articles of transport as well containers and pallets, supplied or furnished by or on behalf of the Merchant, includes the articles of transport as well "Marcatur Convention" means with howing instruments is applicable to the contract of carriage: the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, 12 October 1923; that Convention as amended at The Hague on 28 September 1955; that Convention as amended at The Hague 1955 and by Morrise Protocol No. 1.2, or (1975) as the case may he. "Morrised Convention" means the Convention for the Unification of Certain Rules of Law relating to Bills of Lading 1924 as amended by the Protocol signed at Bruessels on February 23" 1968. **3. Carrier's Tariff** The Hague 1935 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.

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

of the Goods of the date when the Goods should have been delivered. 5. Law and Jurisdiction (a) All disputes arising out of, or in connection with this Bill shall be brought before the Shanghai Maritime Court or other maritime courts in the People's Republic of China, as the case may be. (b) This Bill is governed by the laws of the People' Republic of China.

(b) Inits beins governed or use large to use to space response or contract.
(c) Inits beins governed or use large or carriage of the Goods and all duise 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 Carrier to perform all or part of the Contract. The terms of Clause 25, the Himalaya

in the due static apply or experiments are greated and the state of the state of the static apply of the state of the stat th any person on any terms for the mover PERFORMANCE OF THE CONTRACT

In the ENFORMANCE OF THE CONTRACT
7. Methods and Routes of Transportation
(a) The Carrier is entilled 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, any time to adjust navigational instruments, make triat trips, dry dock, go to repair yards, shift berths, take in fuel or stores, embark or disembark any persons, carry contrahand and hazardous goods, sail with or without plots, and save or attempt to save seels shall have to it down any reason whatewer, without notice to Merchant.
(c) Part the agreed stopping places (which may be altered by the Carrier in its discretion) are those places. Accept the place of departure and place of destination, set forth on the face rearies the seaved as a bingle operation.
(c) Puring the circrariage, where permitted by applicable laws, tariffs and government regulations, the Carrier is regarded as a single operation.
(d) During the circrariage, where permitted by applicable laws, tariffs and government regulations, the Carrier is regarded as a single operation.
(e) During the circrariage, where permitted by applicable laws, tariffs and government regulations, the Carrier is regarded as a single operation.
8. If the Goods, in whole or in part, are for any reason on to carried on whore on the face therefort.
8. If the Goods, in whole or in part, are for any reason on tarried on any vessel/airplane named in this Bill, or it loading the Goods delays or is likely to detain the vessel/airplane. It wester or any forward the Goods during or loading the goods in whole or in part, and to any vessel or laws.
8. Of the Goods, in whole or in part, are for any reason of this Bill on the next saliable vessel/airplane or at the Carrier's option by any other means of transportation. Whether by land, whether or land, whether or land, whether or

9. Optional Stowage (a) Cookina by the Carrier by means of containers, trainers, transportable tanks, flats, pallets, or similar articles used to consolidate Goods. (b) Containers, trailers, transportable tanks and covered flats and palets, whether stowed by the Carrier or received by him in a stowed condition, may be carried on or under deck without notice to the Merchant. The Carrier is not required to note "not deck stowage 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 unseaverthiness.
10. Delivery of the Goods to the Consignee
(a) The Carrier fundettakes to perform or produce the performance of all acts necessary to ensure delivery of the Goods, upon proof of his identity, to the person means of accimicante on a consigned.

In Delivery of the Goods to the Consignee (a) The Carrier undertakes to perform or produce the performance of all acts necessary to ensure delivery of the Goods, upon proof of his identity, to the person named as Consignee or a person designated by the Consignor.
(b) The Carrier shall be entitide to the 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 Alignot of Discharge, or place of delivery have 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/Aiprof of Discharge or place of delivery.
(e) If goods should ermain in the Carrier's applicable tariff, the goods may be considered to have been delivered to the Merchant, after notice and within the time allowed in the Carrier's applicable tariff, the goods may be considered to have been delivered to the Merchant, after notice and within the time allowed in the Carrier's applicable tariff, the goods may be considered to have been delivered to the Merchant, and the Carrier's applicable tary time carrier age under this Bill is or is likely to be alfected by any hindrance d any kind (including the contignet) into a many form any fault or neglect of the Werepund Hiver y shall be deemed to have been deavours, the Carrier may:
I. Treat the performance of this Contract as terminated and place the Goods at the Merchant's disposal at any place which the Carrier shall deem sale and convenient Wherepund elivery shall be deemed to have been made and the responsibility of the Carrier in respect of such goods shall be ease; or ii. Deliver the Goods at the place designated for Delivery.
(i) nay event, the Carrier shall be en

III. RESPONSIBILITY OF THE CARRIER 11. General Provisions which apply in any event, and specifically if the stage of the Carriage during which any loss or damage to the goods is <u>not</u> known or cannot be reasonably accertained. (a) The responsibility of the Carrier for the Goods under this contract covers the period from the time the Carrier has taken the Goods into his charge to the time of discharge at the place of delivery. (b) To the extent not in conflict with any mandatory laws or regulations or applicable conventions, the carriage and other related services performed by the Carrier

(b) To the externation are subject to:

are subject to: 1. Applicable laws and government regulations and international conventions; ii. Provisions contained in this Bill, the Carrier's conditions of carriage and related rules, regulations, and timetables (but not the times of departure and arm stated therein) and applicable tarifts of the Carrier, which are made part hereol, and which may be inspected at any ports'airports or other cargo sales offic from which it logerates regular services. (c) The Carrier's conditions of carriage include, 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; ii. 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 omission or these of its reservice.

rishable goods; action against the Carrier for its acts or omissions Claim's restrictions, including one period water material states and a set of the order of the set of the sents; Rights, if any, of the Carrier's right here to earny: Rights, of the carrier's right here to earny: Rights of the carrier and limitations concerning delay or failure to perform service, including schedule changes, substitution of alternate carrier or aircraft and

V. Hights of the carrier and limitations concerting delay of rature to perform service, including schedule changes, substitution or alternate carrier of alternative for an error of an error of alternate carrier of alternative for alternate and limitations concerting delay of rature to be perform service, including schedule changes, substitution or alternate carrier of alternative for alternat

ability many net source of the standard standa

Goods other than as provided herein, whether or not arising from negligence of the Carrier. (a) 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, bailment, restitution or otherwise. (b) 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 ord, or otherwise. (b) The provisions of this Contract apply wherever claims relating to the performance of the Contract, the extent of such provisions, does so not only on his own behalf but also as agent or trustee for such persons. The aggregate lability of the Carrier (b) With respect to the transportation performed by inland carrier(s) to the provinition of the adjustee of such persons. The aggregate lability of the Carrier (b) With respect to the transportation performed by inland carrier(s) to the provinities (the or mole) and such transportation shall be subject to the innand Carrier(s) contracts of carrier shall be carrier (shall carrier shall automatically be subrogated to all rights of the Merchant y the Carrier (shall carrier shall automatically be subrogated to all rights of the Merchant against all others, including any infland carriers, on account of the losses of damages for which such claims are paid. (c) The Carrier's lability for compensation for such cases use higher value shall be the limit of Carrier's lability. Application of such cases use they revision shall be accounted and the classes of damages for the manse of consolidating the goods whether such goods are as consolidated by the Merchant or the Carrier's institution or the same be liable for an amount greater than the actual loss to the person entitled to make the claim. In any case where the Carrier's shall horight comparing damages for the adjusted por rata no those, comp

cpcord replacing loss globes of replaining damages globes. (ii) If the value of the goods is loss than USSSOO per package or per customary freight unit, their value for compensation purposes shall be deemed to be the invoice value, plus freight and insurance, if paid. (i) The Carrier shall not be liable for any loss of or damage to or, in connection with precisus metals, stones, or chemicals, jewellery, currency, negotiable instruments, securities, writings, documents, works of art, curios, heirloorns, or any other valuable goods including goods having particular value only for the Merchant, unless the rune ature and value of the goods have been dicatered in writing by the Carrier and inserted on the face of this Bill and additional freight has been paid as required. (c) Notwittstanding, and without preliadice to the general provisions in clause 11, the Carrier; i. unseavorthiess unless caused by want of due diligence on the part of the Carrier; i. unseavorthiess underside the resting not default of the master, mariner, pilot, or the servants of the Carrier; i. unseavorthiess underside to a parson acting on behalf of the Merchant; i. consolutions of the goods is loaded to the master, mariner, pilot, or the servants of the Carrier; iii acting of default of the master, mariner, pilot, or the servants of the Carrier is in acting of the default of the master, mariner, pilot, or the servants of the Carrier is in acting of default of the master, mariner, pilot, or the servants of the Carrier is is consolities with the direction of packing or marking of the Goods; viii invardities and the origin of the sole of the Goods; viii invardities and the Goods by or on behalf of the Merchant; ix and directions condition of packing or marking of the Goods; viiii handling dooding, soowage, or unloading of Goods by or on behalf of the Merchant; ix and direction; ix an

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xii. fre; xii. act of God; xiv. quarantine restrictions; xv. 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; xvi. any act or omission of the Carrier the consequences of which he could not reasonably have foreseen; or xvi. 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 fault or privity of the Carrier has expressing agreed in withing 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 the specific damage alleged to have been caused by any delay whatsoever and howsever caused. If despite the foregoing provision, the Carrier is held liable for damages attributable 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.

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.
 If the stage of carriage during which any loss, damage or delay to the Goods is known and can accurately be ascertained: Notwithstanding, and without projudice 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 to the Goods is known and can accurately be ascertained then Clauses 14 and 15 shall apply.
 If the damage or delay occurred during carriage by set:

 (a) Liability shall be determined in accordance with The Hague Visby Rules, which shall also determine liability in respect of carriage by linking where carriage by asse. Furthermore, they shall apply to all goods, whether carried on or under deck.
 (b) Unies notice of loss of or damage to the goods, specifying the general nature of such loss or damage is given in writing by the Carrier of the Goods in good condition. Where the loss or damage is not apparent, the same 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.
 (c) When there is no enactment of the Hague Visby Rules in either the country of shipment or in the country of destination, the Hague Rules are enacted in the country of shipment or in the country of destination, the Hague Visby Rules shall apply compulsorily to this Contract.
 (c) How there is no enactment during carring by asset and the darwer where the Hague Rules are enacted in the country of shipment or in the country of destination, the Hague Rules are enacted in the country of shipment or in ouch enactiment is in place, the

plicable conventions.

applicable conventions. (b) For carraige by air to which neither the Warsaw Convention nor the Montreal Convention are mandatority 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 trainfs or general conditions of carriage. (c) Any complaint regarding loss or damage during carriage by air must be made in writing to the Carrier forthwith after discovery of the damage or delay, or at least within the following time periods: in the case of damage, no later than fourteent (14) days from the receipt of the Good's for submitting complaints are set forth in the Warsaw/Montreal 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 Good's occurred, the general provisions set out at paragraphs 11-12 shall andy.

16. If there is any dispute or uncertainty as to where any damage, loss or delay to the Goods occurred, the general provisions or on an parage operation of the table of table of

in the been caused by the unsultability or defective condition of any Containers or for importation or delivery at destination; or
 iii has been caused by the unsultability or defective condition of any Container supplied by or on behaft of Carrier; or
 iv. has arisen without any ward or detective condition of any Container supplied by the one by the unsultability or defective condition of any Container supplied by or on behaft of Carrier; or
 v. which would have been apparent on a reasonable inspection by Merchant at or prior to the fine when the Container was packed or filled; or
 v. which would have been apparent on a reasonable inspection by Merchant at or prior to the fine when the Container was packed or filled; or
 v. which would have been apparent on a reasonable inspection by Merchant at or prior to the fine when the Container was packed or filled; or
 v. bias alsen caused by the lack of oproor description or preaking of the Goods for transportation.
 (c) This Bill is prima facile evidence of the receipt of the particular number of containers or similar articles of transport as full and complete performance
 when the containers or similar articles or transport at any time without notice to the Merchant and any expenses resulting from such inspections shall
 be oner by the Merchant. The Merchant shall inspect containers
 or the bind sound and suitable for use.
 19. Return of Containers
 19. Return of Containers

Aerchant.

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, with interiors clean and within the time prescribed in the Carrier shall be returned to the Carrier in the same order and condition as when handed over to the Merchant, with interiors clean and within the time prescribed in the Carrier shall be returned to the Carrier in the same order and condition as when handed over to the Merchant, with interiors clean and within the time prescribed in the Carrier shall be returned to the Carrier in the same order and condition as when handed over to the Merchant or to changingstuffing and return to the Carrier in the carrier shall be returned to the Carrier in the same order and condition as when handing over to the Merchant for changingstuffing and return to the Carrier for carriage.
(c) The Merchant and the Consignee shall be jointly and severally liable for any loss d, damage to, or delay, including but not limited to demurrage/detention costs, si such articles, incred during the period between handing over to the Carrier is acceptance of the carrier.
20. Dargerous Goods
(a) The Merchant must identify the nature of the goods with specificity as well as the names and addresses of the exact Shippers and Consignees.
(b) The Merchant fault, in any event, comply with all Internationally excepted for carriage by the Carrier and the Carrier is acceptance of the same function to the Carrier is acceptance of the same for the darget before Goods of a dangerous nature, and shall international by the Carrier and indicate to him, if need to be, the precultions to be taken.
(c) If the Merchant fault is provide to the dispariate for carriage of Goods of a dangerous nature, and shall in any event inform the Carrier is which and the use there are the darget before Goods of the danget before (Goods and the necessary precautions, the Goods may at any time be landed at any place, throwo exiban

be indeed as in place, in invert detection, desiryled, disposed of or fenderen infectious infinition induction in the inferction in the international induction induction induction in the international induction inductin induction induction induction inductin inductin ind erage, if any. FREIGHT, LIEN, ABANDONED CARGO, CARRIER'S RIGHT TO HOLD OR SELL GOODS

21. Freight (a) Freight shall be deemed fully earned on receipt of goods by the Carrier, its servants or agents, whether the freight be intended to be prepaid or collected at desination. Payment shall be inful, in any event, and in cash without any offset, counterclaim, or deduction, whether the goods are lost or not lost, in the currency named in this BII, or another currency at the Carrier's option. Interest at 12% shall run from the date when freight and charges are due. If the services of a Freight Forwarder are used for this transportation, those services shall be deemed to be performed as Agent of the Merchant and payment of freight to the Freight t

tess. (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 the Carrier for the purpose of ascertaining the accuracy of the contents, weight, measure, or value as furnished by him at the container to package and examine contents, weight, measure, and value of the contents, the 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 of the contents of the contents, weight, measure and/or value of the goods, the Merchant shall be liable for and bound to pay to the of the contents of the contents, weight, measure and/or value of the goods, the Merchant shall be liable for and bound to pay to the of the contents of the contents, weight, measure and/or value of the goods, the Merchant shall be liable for and bound to pay to the of the contents of the contents, weight, measure and/or value of the goods, the Merchant shall be liable for and bound to pay to the of the contents of the contents, weight and the contents of the content of the content of the content of the contents 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: L the balance of freight between the freight charged and that which would have been due had the correct details been given, plus in expenses incurred in detailing the correct details, plus U as louidated and ascertained damages, an additional sum equal to the correct freight. (c) Outoptions as to feers, rates of duty, freight charges, insurance 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 circumstances be binding upon the Carrier ruless 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 rule miting that charges on the goods if they are relaxed export or import by any goverment. (e) All persons encompased within the definition of Merchant' as provided above shall be jinhty and severally liable to the Carrier for the payment of all freight and charges, including advances. This provision shall apply regardings of whether the front of this Bill has been marked "prepaid" or freight pregaid" so long as freight and charges are encompased within the definition of Merchant' as provided above shall joinhty and severally indemnify the Carrier for all claims, fines, penalties, (d) All persons encompased within the definition of Merchant' as provided above shall joinhty and severally indemnify the Carrier for all claims, fines, penalties, deges, cool any statutory or regulatory requirements. (d) The Merchant statutor is thermon to the stipulations concerning currency in which the tright and charges are to be paid, rate of exchanges, devaluation and other consingencies mainte to the freight

when the fregint and carages are pard. 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 whatsever 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 lating, and the cost and expenses of recovering the same, and may hold the Goods until all such charges and costs are fully settled, or sell the Goods privately or by public auction without note to the Merchant. If sale proceeds fail 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 receipt or bill of lading, or whenever in the Carrier's opinion the Goods will become deterorated, decayed or worthess, the Carrier may at the side sciences of account of the Stepses of such Goods soley at the risk and expenses of recovers.

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 The event of accident, damage, danger or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligance or not, for which or for the consequence of which the Carrier is not repossible by statute, contract or otherwise, the Merchant all contribute with Carrier in General Average statument shall be prepared by daylesters appointed by the Carrier.
 The event of accident, damage, danger or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligance or not, for which or of the consequence of which the Carrier is not responsible by statute, contract or otherwise, the Merchant all contribute with Carrier in General Average Statement and agree that the General Average Adjuster or the Carrier may exercise a len against the goods for General Average Oshavage.
 If a saking vessel is owned or operated by Carrier, savage shall be goods and ary statute, south security and payments on account as requested by the General Average Adjuster or the Quester of statuse sole of the quest.
 If he average statuse are set of thin the lense to deliver the goods and ary statuse activation at the goods. The Wenchant agrees to provide such security or payments on account, the Carrier tax the lense to adliver the goods and ary subsectority and payments on account, the Carrier raise to their or the sole share been delivered. The Merchant laise to provide such security and payments on account, the Carrier trave to action tax to act the sub-security and payments on account, the Carrier trave to action tax to act neurons to account by executing a line against them, the Carrier may obtain sub-security and paym

Value outs states, in requireur, us submitted to the Lainter prior to the Leinvery of the Goods. 24. Both-o-Blame Collision Clause The Both-to-Blame Collision Clause 15. Illineargy calculate (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 in order to perform this contract (such persons so employed, or whose services or equipment have been used, hereinafter termed "Servant") shall in any circumstances whatsover to under any liability whatsoever to the Merchant, including all the parties contained in the definition of Merchant above, for any localized or the common string and the contract (such as the services or equipment have been used, hereinafter termed "Servant") shall in any circumstances whatsoever to under any liability whatsoever to the Merchant, including all the parties contained in the definition of Merchant above, for any localized to the generalized of the sorting of the contract. (b) Without predictive to the generalized of the foreign provisions, every exemption, limitation, condition and liberty contained herein and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier to twith the Carrier is entitled herein inder therein the definition of Merchant applicable to the generalized to the generalized the foreign provisions, every exemption, limitation, condition and liberty contained herein inder every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier to twith the Carrier is entitled herein inder every right to enforce any applicable to merchant.

against the Merchant. (c) The Merchant undertakes that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any Servant which impose the contract whether or no service and an and or chartered by any of them any liability whatsoever in connection with this contract whether or no

(c) The Merchant undertakes that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any Servant which imposes or attempts to impose upon any of them or any uses lowned or chartered by any of them any liability whatsover in connection with this contract whether or not (d) The Merchant undertakes that if any such claim or allegation should nevertheless be made, he will indemnify the Carrier against all or Merchant and (d) The Merchant and theory has been to the program covenant 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 Servant who is law to the or be of agent to be a party to this contract. 28. Steel, Other Metal Cargo, Lumber And Wood Acknowledgement of receipt of such goads, to receipt of such goads. It is agreed that conditions of rust, soludiation or wetting and the like idd not exist on receipt of such goads. It is agreed that superficial rust, while rust, oxidation, wetness or any like condition is not a condition of damage to steel and other metal cargo. It is agreed that wetting of the metal and yor of such goads in the same and wood is not a condition of damage to steel and other metal cargo. It is agreed that wetting of theme any advoid is not a condition of damage to steel and other metal cargo. It is agreed that wetting of theme a special survey of the goads, issue a bill of lading describing superficial rust, white rust, oxidation or wetness on such goads. 27. Severability

goods, issue a bill of lading describing superficial rust, white rust, oxioatant to were out a strain of the superficial rust, white rust, oxioatant to were out a strain of the superficial rust, white rust, oxioatant to were out a strain of the superficial rust, white rust, oxioatant to were out a strain of the superficial rust, while rust, oxioatant to were out a strain of the superficial rust, while rust, oxioatant to were out a strain of the superficial rust, while rust, oxioatant to were out a strain of the superficial rust, while rust, oxioatant to were out a strain of the superficial rust, while rust, oxioatant to were out a strain of the superficial rust, while rust, oxioatant to superficial rust, oxioatant to superficial rust, while rust, oxioatant to superficial rust, while rust, oxioatant to superficial rust, oxioatant to superficial rust, oxioatant to superficial rust, oxioatant to superficial rust, while rust, oxioatant to superficial rust, oxioatant to superf