DEFINITIONS

str means BAL CONTAINER LINE CO., LIMITED, located at Unit 503, 5IF Silvercord Tower 2, 30 Canton Rd 1st Hong Kongage' means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Gor

1. DEFINITIONS

Carrier means BAL CONTAINER LINE CO., LIMITED. located at Unit 503, 5/F Silvercord tower 2, 30 collisions and services whatsoever undertaken by the Carrier in respect of the Goods Carriage means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill of Lading.

Bill of Lading means the present document, whether issued as a Bill of Lading or a Sea Waybill, and whether issued in paper or electronically. Merchant includes the Consignor, the Shipper, the Receiver, the Consignore, the Owner of the Goods, the Holder or electronically whether includes the Consignor, the Shipper, the Receiver, the Consignore, the Owner of the Goods, the Holder or electronically and such person.

Holder means any person for the time being in possession of this Bill of Lading or to whom rights of suit and fail bill under this bill of lading have been transferred or vested.

Vessell 'includes the Vessell's) amend in this Bill of Lading or any substitute therefor, and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with any waterborne carriage.

Subcontractor includes owners, managers, operators and charterered and groupage operators, road and rail transport operators and any independent contractor employed by the Carrier in the performance of the carriage and any sub-Subcontractor the Col. The expression Subcontractor shall include direct and indirects subcontractors and their respective servants, agents or Subcontractors.

Goods 'means the whole or any part of the cargo received from the Merchant and includes any Container not supplied by or on behalf of the Carrier in the performance of the Carrier and includes on the Carrier of the Carr

'Goods' means the whole or any part of the cargo feceived from the merchan and includes any of the Carrier.

Package' means for limitation purposes the largest unit into which the Goods are packaged or consolidated by the Merchant including any palletized and/or assemblage of cartons for the convenience of the Merchant.

Container includes any Container, open top, trailer, transportable tank, flat rack, platform, pallet, and any other equipment or device used for or in connection with the transportation of the Goods.

Freight includes all charges payable to the Carrier in accordance with the applicable Tariffs and this Bill of Lading.

S. COSO defers to the Carriage of Goods by Sea Act of the United States approved April 16, 1936.

Terms of Carrier and Carrier and Carrier in accordance with the applicable Tariffs and this Bill of Lading.

Terms of Carrier and Carriage of Goods by Sea Act of the United States approved April 16, 1936.

Terms of Carrier and Carrier a

e M

WARRANTY
Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of, the sen owning or entitled to the possession of the Goods and this Bill of Lading.
CARRIERS TARIFF
Terms and Conditions of the Carrier's applicable Tariff and other requirements regarding charges are incorporated into this Bill of Ing. Particular attention is drawn to the Terms and Conditions contained therein, including, but not limited to, free storage time, in a particular attention is drawn to the Terms and Conditions of the relevant provisions of the applicable Tariff are obtainable from the rier or its agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading and the applicable Tariff are of the Tariff and the Applicable Tariff are the Applicable Tariff and the Applicable Tariff

arrier or its agents upon request. In case of any inconsistency between this still of Lading and the application terms, this own or Leading Ingread in the Control of the Carriage with the Carrier shall be entitled to sub-contract at any time and on any terms whatsoever the whole or any part of the carriage with the Carrier shall be made to be control or any part of the carriage with the carriage with the carriage of the Carrier shall be made or brought against any person by whom the carriage performed or undertaken (including, but not limited to, the Carrier's servants, agents or Subcontactors) other than the Carrier's Servants, agents or Subcontactors) other than the Carrier's Servants, agents or Subcontactors of the thin the Carrier's Servants, agents or Subcontactors of the time that the Carrier's Servants, agents or Subcontactors of the time the Carrier's Servants, according to the Carrier against all the subcontactors of the subcontactors of the such person or vessel, or subcontactors of the subcontactors of the subcontactors of the such person or vessel, or subcontactors of the subcontactors of the such person or vessel, or subcontactors of the subcontactors of CARRIER'S RESPONSIBILITY

on only on its behalf, but also as an agent and trustee for such person or vessel.

CARRIER'S RESPONSIBILITY

Port to Port Shipment if box Precarriage, box Place of receipt and/or box Final destination without any inserted, or the place(s) or port(s) indicated therein is lare same as the place(s) or port(s) that indicated in box Port of loading and box Port of discharge on the front this Bill of Lading, this Bill of Lading is a Port-to-Port contract. The Carrier shall be responsible for the Goods as Carrier from the time her does are received by the Carrier at the Port of Loading until the time of delivery thereof at the port of change of the Merchant of the Port of Loading until the time of delivery thereof at the port of change to the Merchant of the Carrier and the Port of Loading until the time of delivery thereof at the port of change to the Merchant of the Carrier and the Port of Loading until the time of delivery thereof at the port of Indiana and the place of the Carrier and the Port of Loading and the place(s) or port(s) bent than that indicated in box Port of loading and the place(s) or port(s) then then than that indicated in box Port of loading and Port of scharge and Freight is paid for combined transport, this Bill of Leding is a combined transport contract. The Carrier undertakes to range or procure the pre-carriage and/or on-carriage segments of the combined transport contract. The Carrier undertakes to range or procure the pre-carriage and/or on-carriage segments of the combined transport contract. The Carrier undertakes to range or procure the pre-carrier shall be discharged from all liabilities whatsoever in respect of the Goods of the Queen all rights of the Merchant in respect of any claim arising from the combined transport carriage or the Goods of the Goods of the Merchant against all other is including pre-carrier or subcontractor or account of such carrier or Subcontractor for indemnity or otherwise.

NOTICE OF CLAIM AND TIME BAR

Unless notice of loss or damage is given in writing to t transpor

ima face evidence or time derivery or an ecosos of the adding.

The Carrier, its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought within the year after the delivery of the Goods or the date when the Goods should have been

(2) The Carrier, its servants, agents and Subcontractors shall be discharged from all liabilities whatsoever unless suit is brought within one year after the delivery of the Goods or the date when the Goods should have been delivered.

(2) The Terms and Conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the carriage of the Goods not only during the carriage, but also during the period prior to and/or subsequent to the carriage. The exemptions from liability, defenses and limitation of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay, howsever occurring and whether the action be founded in contract or in advent if the loss, damage or delay arose as a result of unseavorthiness, negligence or fundamental breach of contract. Save as is otherwise provided Carrier for loss or damage or delay arose, as a result of unseavorthiness, negligence or fundamental breach of contract. Save as is otherwise provided the loss of the contract of the contract

1-12 In emerchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods and higher compensation than that provided for in this Bill of Lading may be claimed only when, with the consent of the Carrier, the nature and value of the Goods have been declared by the Merchant before shipment and inserted in this Bill of Lading in the box of Excess Value Declaration: and the Merchant has paid additional Freight on such declared value. This declaration if embodied in this Bill of Lading shall be prima facie evidence, but connection with Goods if the nature content in the Carrier shall in no event be or beceme lable for any loss or damage to or in or value thereof has been misstated by the Merchant in this Bill of Lading.

(4) Where container, paller or similar article of carriage is used to consolidate Goods, the smallest number of packages or other shipping units on unmerated in this Bill of Lading as packed in such article of carriage shall be deemed to be not package or one shipping units. If not so enumerated, the Goods in such article of carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carrier, such article of carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping the carriage shall be deemed to be one package or one shipping

the article of carriage is not owned or furnished by the Carrier, such article of carriage shall be deemed to be one package or one shipping unit.

9. FIRE

19. ERIE

10. Carrier shall not be liable for any loss of or damage to the Goods occurring at any time, including that before loading or after table. The carrier shall not be liable for any loss such fire is caused by the actual fault of the Carrier.

10. CARRIER'S CONTAINER'S

10. Goods received in break bulk will be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or not stuffed by the Carrier, on deck or below deck. All such Goods shall participate in General Average, Salvage charges andior special charges. The Terms and Conditions of this Bill of Lading, including the applicable laws as policible laws as policibed laws as explicable and the Carrier shall apply to Containers carried on deck.

10. Carrier to the Carrier shall apply to Containers carried on deck.

11. Carrier to the Carrier, the International Containers of the Interiors brushed, clean and free and the Carrier, should a container on the returnant within the aforesaid time, the Merchant shall be liable for any detailed by the Carrier, Should a Containers of the returnant within the aforesaid time, the Merchant shall be liable for any detention, demurrage, loss or expenses which may arise from such non-return.

(3) The Merchant is hall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Carrier for any injuries or death and the Merchant's behalf. The Merchant shall be liable usuch pasch period for any loss of or damage to the property of others or for any liquiries or death and the Merchant's behalf indemnify and hold the Carrier harmless against all damages, including legal expenses, incurred from any and all such claims arising during such periods.

(1) If a Container has not been stuffed by or on behalf of the Carrier, the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier if such loss, damage, liability or expense in curred by the Carrier if such loss, damage, liability or expense in curred by the Carrier if such loss, damage, liability or expense in the Container was the Con

(3) The Merchant shall inspect containers before sturing the most suitable and without defect.

12. MERCHANT'S DESCRIPTION

(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant, or on its behalf, shall not be binding on the Carrier, and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has a sealed Container, van, crate or box hereundar, nor its weight or measurement, nor the value, quantity, quality, description, condition, marks or number of the contents thereof. The Carrier has the contents thereof the contents thereof. The Carrier has been content and/or invoice or order number and/or dealis of

assaled Container, van, crate or box hereunder, nor its weight or measurement, nor the vatue, quantity, quality, description, condition marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

2) If any particulars of any letter of credit and/or import license and/or sales contract tand/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such particulars are included at the sole risk of clause and shall in no way affect the Carrier is liability under the Bill of Lading. The Merchant acknowledges that, except as provided for in Clause 8 hereof, the value of the Goods is unknown to the Carrier.

3) MERCHANT'S RESPONSIBILITY

(1) The parties defined as Merchant in clause 1 hereof shall, where applicable, be jointly and severally liable to the Carrier for the dufoillment of all obligations undertaken by any of them under this Bill of Lading. Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on receipt of this Bill of Lading and that such particulars, and any particulars furnished by or on behalf of the Merchant, are adequate and correct. The Merchant shall indemnity the Carrier against all inabilities, costs, losses, damages, fines, penalities front contraband, drugs or other illegal substances or stowaways, and that the Goods was alwayl Goods and are not contraband, drugs or other illegal substances or stowaways, and that the Goods was alwayl Goods and or contraband, drugs or other illegal substances or stowaways, and that the Goods will not cause loss, damage or expense to the Carrier, or to any other cause in Amer

Coods

(3) The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies concerning the Freight in the applicable Tariff or as agreed otherwise.

(4) Payment of Freight and charges to any freight forwarder or broker, or anyone other than the Carrier or its authorized agent, shall not be considered payment to the Carrier and shall be made at the Merchant's soler risk. The payment of all Freight demotrage and detention, General Average, Salvage charges and/or special charge, and charges, including, but not limited to, court costs, expenses and reasonable attorney's fees incurred in collecting sums due the Carrier, falling which shall be considered a default by the Merchant in the payment of Freight and charges.

INSPECTION OF THE GOODS

Zerrier and/or any person to whom the Carrier has subcontracted the carriage or any person authorized by the Carrier shall be ad, but under no obligation, to open any Container or Package at any time and to inspect the Goods. If by order of the Authorities at lace, a container must be opened for inspection, the Carrier shall not be liable for any loss or damage incurred as a result of any ng, unpacking, inspection or repacking. The Carrier shall be entitled to recover the cost of such opening, unpacking, inspection, and the Carrier shall be entitled to recover the cost of such opening, unpacking, inspection, and

any place, a container must be opened for inspection, the Carrier shall not be liable for any loss or damage incurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled for exerver the cost of such opening, unpacking, inspection, and repacking from the Merchant.

16. CARRIVAGE AFFECTED CONDITION OF THE GOODS

17. If the Carrier shall be coded cannot safely or properly be carried or carried further, either at all or without incurring any 1 and 1 LIENS

17. LENS
The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and for General Average, Salvage charges and/or special charges contributions to whomsoever due. The Carrier shall also have a lien on the Goods and any document relating thereto for all sums due by the Merchant to the Carrier under any other contract and to this Carriage. The Carrier may exercise its lien at any time and any place in its sole discretion, whether the contractual Carriage is completed or not. In any event any lien shall extend to cover the cost of recovering any sums due and for that prospect the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant. Nothing herein shall prevent the Carrier mercovering from the Merchant the difference between the amount due to the Carrier and he net amount realized by such sale. The

18. DECK CARGO, ANIMALS AND PLANTS
Goods (other than Goods stuffed in Containers) that are stated on the front of this Bill of Lading as contracted to be stowed "on deck" and are so carried, and all live animals, including fish and birds, or plants shipped hereunder, shall be carried solely at the risk of the Merchant, and the Carrier shall not be liable for any loss or dramage of whatescever nature arising during carriage by sea whether or not arising out of negligence on the part of the Carrier. The Carrier shall be bound to prove that he has fulfilled the special requirements of the Merchant with regard to the carriage of the live animals and that under the circumstances of the sea carriage has occurred due to the special risks inherent therein. The Merchant shall indemnify the Carrier against all or any extra costs incurred for any reason whatsover in connection with the carriage of such live animals and plants.

erchant with regard to the carriage of the live animals and that under the circumstances of the sea carriage, the loss or damage has curred due to the special risks inherent therein. The Marchant shall indemnify the Carrier against all or any extra costs incurred for any ason whatsoever in connection with the carriage of such live animals or plants.

METHODS AND ROUTES OF CARRIAGE

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and without notice to the Merchant:

The Carrier may at any time and the Carrier of the Carrier of discharge once or more often, and any order in or out of the route of any order in or out of the route of the Carrier of the

(e) as the (2)

on(s), undergoing repairs and/or ory outching, towing of teamy conest, assistantly other treasure, making an expension of the control of the

(even though the Grounsteines of the Carrier (whether or not the carriage is commenced) may, at its sole discretion and mission provides the carrier for shipment), the Carrier (whether or not the carriage is commenced) may, at its sole discretion and mission provides the carry the Goods to the contracted Port of Discharge or Place of Delivery. Whichever is applicable, by an alternative route from that which is customary for Goods consigned to that Port of Discharge or Go Delivery. If the Carrier elects to invoke the terms of this sub-Clause, then, notwithstanding the provisions of Clause 19 hereof, the Carrier shall be entitled to charge such additional Freight as the Carrier may determine, or (2) suspend the carriage of the Goods and store them ashore or allow upon the Terms and Conditions of this Bill of Lading and any or the Carrier shall be entitled to the payment of such additional Freight as the Carrier shall be entitled to the payment of such additional Freight as the Carrier may determine, or

arrier elects to involve means of this sub-Clause, then the Carrier shall be entitled to the payment of such additional Freight as the payment of such additional freight as the control of the carrier o

Where the Carrier elects to use an alternative route under Clause 20(1) or to suspend the carriage under Clause 20(2), same shall not prejudice its fight subsequently to abandon the carriage.

2.1. DANGEROUS GOODS

At the time of shipping Goods which are or which may become lable to cause damage or loss of any person, environment or property (including radioactive material) or which are or may become lable to cause damage or loss of any person, environment or property (including radioactive material) or which are or may become lable to cause damage or loss of any person, environment or property (including radioactive material) or which are or may become lable to cause damage or loss of any person, environment or property (including radioactive material) or the carrier of the cause of the carrier of the ca

ner in an efficient state.
In case of the Mcrhant's own Container, a set of emergency kit and an operation manual shall be supplied by the Merchant.
NOTIFICATION AND DELIVERY
AND THE CAST AND THE CAST

rrier

The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable. Tailff or as required by the STATE.

The Merchant falls to take delivery of the Goods during a reasonable time or whenever in the opinion of the Carrier the Goods to the Coods during a reasonable time or whenever in the opinion of the Carrier the Goods at let to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value, the Carrier as, at its discretion, without prejudice to any rights which he may have against the Merchant. Whout notice and without any sponsibility whatsoever attaching to him, unstuff, self, destroy or dispose of the Goods at the sole risk and expense of the Merchant, and play any proceeds of sale in reduction of the sums due to the Carrier from the Merchant. The aforesald unstuffing shall constitute due livery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods thereof shall coast. Authorities the Port of Discharge or Place of Delivery and the Goods are delivered by the same to the Merchant without necessity of production this Bill of Lading by the Merchant as required by the local law, regulation and/or practice, such hand-over shall constitute due delivery the Merchant under this Bill of Lading and there-upon the liability of the Carrier in respect of the Goods and the Goods are fedured by the Merchant under this Bill of Lading and there-upon the liability of the Carrier in respect of the Goods and the Amarine that the Merchant under this Bill of Lading and there-upon the liability of the Carrier in respect of the Goods and the Amarine that the Carrier and the Records an

gin.

EMERAL AVERACE AND SALVAGE

General Average shall be adjusted, stated and settled at any port or place at the Carrier's option according to the York-Anhverp

es 1994 except Rule XXII thereof and as to malters not provided for by the York Anhverp Rules 1994, according to the laws and usages

ondon, this covering all Goods carried on or under deck. General average on a Vessel not operated by the Carrier shall be adjusted

ording to the requirements of the operator of that Vessel. The Merchant shall give such cash deposit or other security as the Carrier

years under the Covertine destinated General Average contribution of the Goods and any salvage and specific Adarges thereon

sy deem sufficient to cover the estimated General Average contribution of the upods and any serverye and inference follows:

In the event of the Master considering that salvage services are needed, the Merchant agrees that the Master shall act on its half to produce such services to Goods and that the Carrier may act on its behalf to settle salvage remuneration. The Merchant shall all the salvage remuneration are such services to Goods and that the Carrier may act on its behalf to settle salvage remuneration. The Merchant shall all the salvage remuneration. The Merchant shall all the salvage are salvage, failing the salvage are salvage, failing the salvage are salvage free and salvage.

BOTH-TO-BLAME COLLISION

BOTH-TO-BLAME COLLISION

BOTH-TO-BLAME COLLISION to the salvage are salvage free free and salvage are salvage and salvage are salvaged and salvage are salvaged and salvaged and salvaged and salvaged are salvaged and salvaged and salvaged and salvaged and salvaged and salvaged and salvaged are salvaged and salv

The Both co-laime Collision Clause currently published by the Baltic and International Maritime Conference is deemed to be incorporated into this Bild of Lading.

26. NON-VESSEL-OPERATING COMMON CARRIERS

If this Bill of Lading is accepted by a Merchant acting as a non-vessel-operating common carrier (NVOCC), who has in turn concluded other contracts of carriage with third parties, the NVOCC hereby warrants that the contracts concluded by him in respect of the Goods subject to this Bill of Lading, shall incorporate the Terms and Conditions of this Bill of Lading, in the Terms and Conditions of this Bill of Lading, in the Terms and Conditions of this Bill of Lading, International Conditions of this Bill of Lading, International Conditions of this Bill of Lading, International Conditions of the Condition Condition Conditions of the Condition Condition Condition Conditions of the Condition Condition Condition Conditions of the Condition Condition Condition Conditions Condition Condi

VARIATION OF THE CONTRACT

Carrier shall have the power to waive or vary any Terms and Conditions of this Bill of lading g and is specifically authorized or approved in writing by the Carrier. 29 NEW JASON CLAUSE

29. NEW JASON CLAUSE
In the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, the Carrier is necessary to the consequences of which, the Carrier is General Average to the payment of any sacrifices, losses or expenses of a General Average matter that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods. If a salving ship is sowned or operated by the Carrier, salvage and special charges incurred in respect of the Goods. If a salving ship is sowned or operated by the Carrier, salvage and so the payment of the salving ship belonged to strangers, when document used as a Sea Waybill.

30. Delivery will be made to the consignee or its authorized representative upon presentation of a delivery receipt or other evidence of identity and authorization satisfactory to the Carrier in its sole and absolute discretion without the need of producing or surrendering a copy of Sea Waybill.

is following clauses are applicable only when bookenships and authorized representative upon presentation or a univery.

Delivery will be made to the consignee or its authorized representative upon presentation or a univery, and authorization satisfactory to the Carrier in its sole and absolute discretion without the need of producing or surrendering a payor of Sea Waybill is subject to the Terms and Lexcept as puried in this Sea Waybill, the contract of carriage as evidenced by this Sea Waybill is subject to the Terms and Lexcept as puried in this Sea Waybill and Its search. The Shipper coepts all said Terms and Conditions, including but not limited to the per package and other limitations of liability contained therein, on shall of the Consignee and the Owner of the Goods and warrants that he has authority to do so.

The Consignee or other receiver of the Goods, by presenting this Sea Waybill and/or requesting delivery of the Goods, shall indertake all liabilities of the Shipper under this Sea Waybill and the Carrier's current Combined Transport Bill of Lading, such indertaking being additional and without prejudic to the Shipper for a trivial of the Carrier's current Combined Transport Bill of Lading, such indertaking being additional and without prejudic to the Shipper for a trivial of the Carrier's current Combined Transport Bill of Lading, such indertaking being additional and without prejudic to the Shipper for a carrier's current Combined Transport Bill of Lading, provided that the Carrier's hall in on see be liable for failure timely to effect such changes.

Upon written request of the Shipper prior to arrival of the carrier's registed to the Carrier's specified in the arrier's Tarrier failure timely to effect such changes.

The Goods are subject to the Carrier's normal credit practices with respect to release of particular Goods, as specified in the arrier's Tarrier failure timely to effect such changes.

The Goods are subject to the Carrier's normal credit practices with respect to release of particu