VASI SHIPPING PTE LTD (UEN: 201201061N)

1. Applicability of Terms and Conditions
This contract of camings is subject to the terms and conditions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of this Bill of Lading. To the extent recessary to enable the Shipper or Consignee to installing the Camings and the Camings and warrants that he has the abundity to do so It shall also apply in may action against the Caming for and overheaft that when the submitty to do so It shall also apply in may action against the Caming for any overheaft that the law the submitty to do so It shall also apply in may action against the Caming for any overheaft that the last lides apply in may action against the Caming for any overheaft that the lides is a considered to the law of law of the law of law of the law of law of the law of law of the law of law of the law of th

foregoing, including delay, late delivery and/or delavery without surrender of this Bill of Lading) and whether the action be founded in contract, balament or in total even with the loss, damage or delay area as a result of unesworthiness, neglegories or fundamental breach of contract.

2. Definitions

2. Definitions

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"Underlying Camler includes any water, rail, motor, air or other Carrier utilised by the Carrier for any transportation covered by this Bill of laining, and the carrier of the carrier of the carrier for any transportation of the carrier of the carrier for any transportation of the carrier of the c

3. Carrier's Tariff
The terms and conditions of the Carrier's applicable Tariff are incorporated herein. The Merchant's attention is drawn to
the terms therein relating to storage expenses, free storage time, container and/or whiche demurrage or detention and
legal flees etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier upon request and
applicable Tariff, the Bill of Lading shall prevail.

applicable Tariff, the Bill of Lading shall prevail.

A. Contracting Parkins and Warranty.

The contract evidenced by this Bill of Lading is between the Carrier and the Merchant. The Merchant warrants that in agreeing to be Terms and Conditions hered he is, or has the authority to contract on behalf of the Person owning or agreeing to be Terms and Conditions hered he is, or has the authority to contract on behalf of the Person owning or at its sole risk, expense and responsibility and shall be construed remitted to the Merchant upon sending, in accepting this Bill of Lading, the Merchant agrees to be bound by all stipution, exceptions. Terms and Conditions on the face and back inerior, whether written, lyped, disreped or printed, as fully as if signed by the Merchant, any local custom or white Carriage of the Goods are superanced by the Bill of Lading, including any previous engagements between the Merchant and the Carrier, its agents, Sub-Contractors, employees, capitalise or Vassels.

Intelligence of the Carrier, its agents, Sub-Contractors, employees, capitalise or Vassels.

Intelligence of the Carrier, its services of the Carrier, and and the Carrier, and the Carrier, and and the Carrier, and the Carrier, the servants, agents and Sub-Contractors against all resulting consequences.

carrier's Responsibility

Fort to Port Transport

Where the Carriage is Port to Port Transport, the Carrier undertakes to perform and/or in their own name to procure
performance of the Carriage from the Port of Loading to the Port of Discharge. The liability of the Carrier for loss of
Port of Loading and the time of the Carrier tendering the Goods for delivery at the Port of Discharge, and it is
determined in accordance with The Hague or Hague-Visby Rules as a matter of contract save as is otherwise
orisided in these Perman and Conditions.

If the Carrier is requested by the Merchant to procure Carriering by an initiat carrier and the Initiated carrier in their procure of Loading by an initiat carrier and the Initiated Carrier in their their procure of Loadings by an initiate carrier and the Initiated Carrier in their their procure of Loadings by an initiate carrier and the Initiated Carrier in their and the Init

damage of casely safe to desterminent in accordance with tiss sind or Jachig.

6. U S Trade Clause

6. No Shift Clause

7. No Shift Clause

8. No

Merchant, regardless of whether said pallet or unit is disclosed on the front hereot.

Sub-Contracting
The Carrier shall be retitled to subcontract on any terms whatsoever the whole or any part of the Carriage including liberty to further sub-contract.
It is hereby expressly agreed that:

No Subcontractor, agent or servant shall in any circumstances whatsoever be under any liability whatsoever to the Merchant to any loss, damage or delay of whatsoever lived arising or resulting directly or indirectly from any act, the cooks or the Carriage of the Goods, each or evening any third leading in the course of or in convention with the Cooks or the Carriage of the Goods, each or evening any third leading this first occurred or in convention with medic against any several, agent, or Schoontactor of the Carrier which imposes or entempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatsoever in convention with the Goods or the Carrier delay the convention of the Carrier delay to the Carrier against all consequences thereof.

If any such claim or allegation should nevertheless be made, the Marchant agrees to indomnify the Cartier against all consequences them projects by the generality of the claims every respect to the specific or the claims of th

The provisions of clause 7.2(iii) including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons chartering space on the carrying

vessel. The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in accordance with these Terms and Conditions which imposes or attempts to impose upon the Carrier any lability whistover in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indeemily the Carrier against all consequences thereon.

mane, to indemnify the Carrier against all consequences thereof.

Compensation and Lability Provisions

When loss or damage has occurred between the time of loading of the Goods by the Carrier, or any Underlying

Carrier, at the Port of Discharge, the responsibility of the Carrier shall be determined in accordance with the Happing Carrier, at the Port of Discharge, the responsibility of the Carrier shall be determined in accordance with the Happing Rolles or any national Lading. The Carrier shall be determined in accordance with the Happing Rolles or any national Lading, The Carrier shall be under no liability validacever for loss for of damage to the Goods, however countrier, if such loss or damage arises prior to loading on to or subsequent to the discharge from the Vessel carrying the Carrier Coods. Notwithstanding the foreignic hywhere any application computes only the control to the control of the Carrier in the Rollowing circumstances.

ollowing circumstances:

In multimodal shipments from the United States of America where inland carriage is undertaken, the Merchant levels to avoid any labelity immation provided herein by prepaying exits religible and oping for full islability under the religion of the control of the cont

declared value.

Save as is provided in clause 8.2:
If and to the extent The Hague or Hague-Visibly Rules are compulsorly applicable to the Bill of Lading, the Carrier's Island by the Intervent Version of the Cooks lost, damaged or in respect labelity shall in one event whatsoever exceed 2 SDR per kilo of gross weight of the Goods lost, damaged or in respect labelity and the Cooks lost, damaged or in respect labelity and the Cooks lost, damaged or in respect labelity of the Cooks lost, damaged or in respect labelity of the Cooks lost, damaged or in respect labelity of the Cooks lost, damaged or in respect labelity of the Cooks lost, damaged or in respect labelity of the Cooks lost, damaged or in respect labelity of the Cooks lost, damaged labelity and the Cooks lost, damaged labelity and the Cooks lost, damaged labelity authorised by any applicable laws, statutes or regulations of any country. The Contrast shall have the Feoretic of the Macrishall and the Cooks lost, damaged labelity authorised by any applicable laws, statutes or regulations of any country. The Contrast shall have the Feoretic of the sall dams, statutes or regulations as if twee the Contract or the Cooks of Cooks or Campage.

General can be vegops herein contracted for may or may not include usual or customary or advantage often of cells were the contracted of the contract of the c

CONDITIONS OF CARRIAGE

time or to meet any particular requirement of any licence, permission, sale contract, or credit of the Merchant or any tensor, permission, sale contract, or credit of the Merchant or any tensor, permission and the property of the contract of the property

10. Notice of Loss, Time Ber-buses notice of size of density and the general nature of such loss or damage be given in writing to the Carrier agents at the Place of Delivery (or Prot of Discharge if no Place of Delivery is raised on the reverse hered) below the time of removal of the Cooks or if the loss or damage in oth apparent within three day thereafters, such use to prima table evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading, is any event and the prima table evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading, is any event after that of the delivery the delivery that the carrier of the Goods as described in this Bill of Lading, is any event after that delivery or the date when they should have been delivered. Cooks used such such after that delivery or the date when they should have been delivered. Cooks used to the control and the delivery of the cooks of th

after their delivery or the date when they should have been delivered.

11. Shipper-Packed Containers
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11. Shipper-Packed Inspect Containers before packing them and the use of Containers shall be prima face evidence of their being sound and suitable for use.

12. The Mechanit is responsible for the packing of the goods and sealing of all shipper packed Containers and, if a name of the packed of the packing of the goods and sealing of all shipper packed Containers and, if a name of the packed of the packed of the goods and sealing of all shipper packed Containers and, if a name of the packed o

Perhabble Cargo

Goods, including Goods of a perishable nature, shall be carried in ordinary Containers without special protection, including Goods of a perishable nature, shall be carried in ordinary Containers without special protection, services or other measures unless this is noted on the reverse side of this Bill of Lading that the Goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specifically equipped Container or are to neceive special attention in any way. The Minerant undertakes not to lender for Carriage any Goods within require refrigeration, ventilation or any other specialised stention without giving written notice of their nature and the requirements are not compiled with, the Carrier shall not be liable for any loss of or damage to the Goods hovescever existing.

required temperature or other setting on the uniform control temperature or differ setting to the label for any loss of or damage to the Goods howsoever requirements are not complete with, in Centre shall not be label for any loss of or damage to the Goods howsoever requirements are only which has not been presented for stuffing at or below its designated carrying temperature and the Carrier shall not be responsible for the consequences of cargo being presented at a higher temperature than the carrier shall not be responsible for the consequences of cargo being presented at a higher temperature and the Carrier shall not be responsible for the consequences of cargo being presented at a higher temperature than monitor and control humsly levels, shell as setting facility is influenced by prany external factors and the Carrier does not guarantee the maintenance of any intended level of humsly inside any Container. The term' reparent good order and continols when used in this Bill of Lading with reference to good which require by the Carrier as being at the carrying temperature, humsly level or other condition designated by the Merchant. The Carrier shall not be laided for any loss of or damage to the Goods arising from laster defects, devangement, breakform, defloating, stoppage of the refligerating, verificating or any other specialised machinery, start, insulation and at the beginning of the Carrier shall in no event be held slable for damage to Goods due to condensation.

The Carrier shall an one went be held slable for damage to Goods due to condensation.

The Carrier shall are out awarnant the operation or efficiency of the enfigeration or the integration or their information. The Carrier will be added the President of the order of the carrier will be added the President of the Carrier shall are one of the carrier of the order of the order of the order of the order of the carrier of the order or

the forth hereof and additional resigning process. The procession of Container at any time to verify the procession of Conda is under no collegation, to open and/or scan the goods or Container at any time to verify the condition of the conditio

y action or lack of action under this clause.

Description of Decodes

1 has Bild of Lading shall be prima facile evidence of the receipt of the goods by the Carrier in apparent good corder

and condition, except as otherwise noted, of the total number of Containers or other packages or units indicated in
the box entitled 'Carrier's Receipt' on the reverse sals hereof. The term's apparent good order and condition, receipt and condition, except a charge with reference to any container wageled by the mortain does not make that the container,
and on this Bild charge with reference to any container wageled by the mortain does not make that the container,
and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container, and the container and the container and the container and the container and the container, and the container and the container and the container and the container and the container, and the container and the container, and the container and the container and the container are included at the sole risk of the Marchant and for their convenience. The Merchant agrees that the
container are included at the sole risk of the Marchant and for their convenience. The Merchant agrees that the
container are included at the sole risk of the Marchant and for their convenience. The Merchant agrees that the
collection of such productions after a long to an analyse and container. The container is the container and the container are included at the sole risk of the Marchant and for their convenience. The Merchant agrees that the
collidary and legal expenses and costs.

Container.

The Merchant shall comply with all regulations or requirements of customs, port and other authorities, with the applicable economic sencitions regulations, including but not limited to the ones published by the United States, and the property of the Container of the

the European Union member states, including any of their territories, regardless of whether this country is a port of loading or discharge for the Cooks, the following provisions shall apply with respect to any applicable regulations or "The Merchant shall provide the Carrier with all information needed for security filing no later than 46 hours (or such longer proid as the Carrier than 48 hours (or such longer proid as the Carrier than 48 hours (or such longer proid as the Carrier than 48 hours (or such longer proid as the Carrier hours of the Carrier and the Carrier than 48 hours (or such longer proid as the Carrier hours of the Carrier and the Carrier hours of the Carrier hours hours of the Carrier hours of the Carrier hours

from Merchand's use of such consumers. **New Contrainer selected on the particulars furnished by or on behalf of the Shipper. The Merchand real to leake for all such flequit and payable based on the particulars furnished by or on behalf of the Shipper. The Merchand real to leake for all such flequit and payable based on the particulars furnished by or on behalf of the Shipper. The Merchand real to leake for all such flequit and payable based on the contrainer of the Coat's by the Carrier and shall be paid as per agreed terms without any set off. counter claim, deduction or stay of execution and non-returnable in any event. **In the contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer claim, deduction or stay of execution and non-returnable in any event. **In the contrainer claim, deduction or the contrainer claim, deduction or the contrainer claim, deduction or the carrier stant in the event of any discrepancy between Frequit (incl. changes etc.) and the carrier stant in the event of any discrepancy between Frequit (incl. changes etc.) and the stant include the carrier stay in the event of the vessel. **In the carrier stagistics in the carrier stagistics in the carrier stagistics.**In the most extract sequence of the carrier of the stant exclusion and carrier state of the carrier of resignation of the carrier of the carrier of the carrier of resignation of the carrier of the carrier of resignation of the carrier of the carrier of the carrier of resignation of the carrier of evidence of demand ex

Leve
The Carrier its servants or agents shall have a lien on the Goods including sub-freight and any documents related
thereto and a right to sell the Goods whether privately or by public auction for all freight (including additional freight
propuble under Clause 15), sub-freight, privage, deel reflect, pre-Carrigae and rinited Carriage whatsoever,
demurage, Container demurage and storage charges, detention charges, salvage, general average contributions
and all other charges and expenses withsoever which are for the account of the Goods or of the Merchant and for
any other states of the contributions of the contributions of the contributions
and of such sale and also for all previously unstatistice debts
whatsoever due to him by the Merchant.

The Carrier, its avenus or agents shall all have as len on the Goods carried under this Bill of Landing and any
document relating thereto for all sums including Freights and charges as above mentioned due and outstanding on

any other Contracts for the Carriage of Goots concluded between the Carrier, its servants or agents and the Merchant, at any mice whether such same or religital remained used out pugged. Membrane of the contract of the c

Control strong pocks Cargo and Unetworks

The Goods may be packed by the Carrier in Controllares and consolidated with other goods in Containers.

Cooks whether packed in Contrainers or not may be carried on deck or under deck without notice to the Merchants.

Cooks whether packed in Contrainers or not may be carried on deck or under deck without notice to the Merchants.

Save as provided in clause 17.3, such Goods (except livestock) carried on or under deck and whether stated to be carried on deck or not, shall participate in general average and shall be deemed to be within the definition of goods for the purpose of the Hague or Hague-Visby Rulse or U.S. COGSA and shall be carried subject to such Rulse or Goods flootwarp or the Carrier of the Ca

Methods and former cause witnesseed with neather the rappie of majpie-visity visites into U.S. Cucksiv strial supplies.

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20. Matter Affecting Performance I at any time Central Report of the State Affecting Performance I at any time Central series or a likely to be effected by any hindrance, risk, danger, delay, including those caused by strikes, lockouts or industrial action, difficulty or disadvantage of any kind and whitsloever arising which cannot be avoided by the excellence for researcable endeavours, (even though the circumstrance spiring rise to such findance, risk, danger, delay, difficulty or disadvantage existed at the time this contract use entered into or the Goods were received for Carange) the Carerra may at these vise discretion and without notice to the Merchant and whether or not the Carange (excellent may at the vise discretion and without or not the Carange (excellent may at the vise discretion and without or not the Carange (excellent may be discretified and excellent e

Carriage) the Carrier may at their sole discretion and without notice to the Merchant and whether or not true up.

Carry the Goods to the contracted port of floothapper. Place of Delivery, whichever is applicable, by an alter.

Carry the Goods to the contracted port of floothapper and post of Delivery whichever is applicable, by an alter.

Carry the Goods to the Bill of Lading or that which is usual for Goods consigned to that Port of Deshat Place of Delivery, If the Carrier desk to lowe the terms of the issues 16 th Home nodewistanting the provide clause 16 thereof, he shall be entitled to charge such additional Freight as the Carrier may determine or 2 support the Carrier may determine and some them ashore or allow under the Post Ferms and Conditions endeavour to forward them as soon as possible, but the Carrier makes no expresentiations as to the maximum post of the Carrier o

ISBPS Code

In the Merchant must comply with the requirements of the ISPS Code and indemnity and hold the carrier harmless from any damages resulting from the violations of the ISPS Code by the Merchant, if the carrier is held slable by any State Authority or any other third party.

Authority or any other third party of the state of the state

vessel resulting from a violation of the ISPS Code by the Merchant.

Dangerous Good in Managerous, and the Managerous of the Managerous of

regard to their nature and in compliance with all laws, regulations of requirettens who was a compliance of the Carriage.

The Merchant shall indemnify the Carrier against all claims, liabilities, loss, damage, delay, costs, fines and/or expenses arising in consequence of the Carriage of such Goods, and/or arising from breach of any of the warranties in clause 22.1 industry at the carrier of the Merchant was aware of the nature of such Goods.

Nothing contained in the clause shall deprive the Carrier of any of their rights provided for disewhere.

aware of the nature of such Goods.

At Nothing contained in this clause shall deprive the Carrier of any of their rights provided for elsewhere.

3. Notification. Discharge and Delivery

4. Notification that this Biol of Lading of parties to be notified of the arrival of the Goods is solely for information of the Carrier. Failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any Delivery

5. Notification and the Carrier and Delivery

5. Notification and the Carrier and Delivery

6. Notification and

Protective Clauses

Both to Blame Collision, New Jason and Conwartime 2013 Clauses or any subsequent modification thereof, islated and/or approved by Batic and International Martime Council (BIMCO) and obtainable from the Carrier or their nt upon request are hereby incorporated into this Bill of Lading.

published and/or approved by Baltic and International Maritime Council (BIMCO) and obtainable from the Carrier or their agent upon required are hereby incorporated into the Bild of Lading.

25. General Average and Salvage

25. General Average is to be adjusted, stated and sented at any port or place at the Carrier's point according to the control of the Carrier's application of the Carrier'

25. Variation of the Contract and Validity
26.1 No servant or agent of the Carrier shall have the power to waive or vary any Terms and Conditions unless such
waiver or variations in writing and is specifically authorised or ratified in writing by the Carrier.
26.2 In the event that anything herein contained is inconsistent with any applicable international convention or national
isaw, which cannot be departed from by private contract, the provisions hered shall, to the extent of such
inconsistency but no further, be not and void.

10. The contract of the Carrier in the Bill of Lading superisede any prior negotiations, discussions or agreements between the
Merchant and Carrier.

Merchant and Carlier.

Lew and Jurisdiction from the United States of America any dispute relating to this Bill of Lading shall be governed by U.S. law and the United States Federal Court of the Southern District of New York is to have exclusive jurisdiction to hear all disputes in respect thereof.

to hear all disputes in respect thereof.

In the Court of the Court

a place of business or assets.

Nothing herein shall prevent the parties to any claim and/or dispute under this Bill of Lading from agreeing to submit the claim and/or dispute to Singapore arbitration pursuant to the rules of the Singapore Chamber of Maritime Arbitration (25MA).