[ACCEPTANCE CLAUSE]
Received and laden on board in external apparent good order and condition unless otherwise stated

[Reverse side]

this Bill of Lading, the Merchant agrees to be fully bound by all its terms & conditions and exceptions or limitations, whether printed, stamped, or written, on the front or the back of this Bill of Lading as if they were all specifically accepted in writing by the Merchant. y the Carrier, this Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order.

- 1. DEFINITIONS

 When used in this Bill of Lading:
 (A) "Carrier' means EUKOR Car Carriers Inc., vessels used in the carriage, their owners and operators.
 (B) "Bill of Lading" means the contract of carriage for the Goods made between the Carrier and the Merchant including transshipment in between ports or places as indicated on its face.

 "The analysis of Delivery by at least two different modes of

- (B) "Bill of Lading" means the contract of carriage for the Goods made between the Carrier and the Merchant including transshipment in between ports or places as indicated on its face.

 (C) "Port-to-Port Transportation" means that carriage of the Goods undertaken only from the Port of Loading to the Port of Discharge or such other port selected as per provisions in this Bill of Lading by sea, including transshipment in-between the ports.

 (D) "Multimodal Transportation" means that carriage of the Goods undertaken from Place of Receipt to the Place of Delivery by at least two different modes of William of the Carrier for the Bill of Lading, all of whom shall be jointly and severally liable to the Carrier for payment of freight and/or any charges, wholly or partly, under this Bill of Lading, all of whom shall be jointly and severally liable to the Carrier for payment of freight and/or any charges, wholly or partly, under this Bill of Lading and the Charter Party described on its face.

 (F) "Goods" mean the cargo described on the face of this Bill of Lading and, if the cargo is in a container which has not been supplied or furnished by or on behalf of the Carrier, includes the container as well.

 (G) "Vessel" includes the vessel described on the face of this Bill of Lading and any ship, barge, feeder vessel or other means of transport that is substituted, in whole or in part, for that vessel means used to prepare cargo for transportation, including but not limited to a skid, pallet, container, van, trailer, carton or similar until on any description, but not Goods shipped in bulb.

 (II) "Package" means the single largest means used to prepare cargo for transportation, including but not limited to a skid, pallet, container, van, trailer, carton or similar until on any description, but not Goods shipped in bulb.

 (II) Takkage means the single largest means used to prepare cargo for transportation, including but not limited to a skid, pallet, container, van, trailer, carton or similar until on any description, but no

- Carrier, and the Subcontractors' Subcontractors.

 2. Clause Paramount

 (A) The International Convention for the Unification of Certain Rules of Law relating to Bills of Lading signed at Brussels on 24 August 1924 ("the Hague Rules") as a mended by the Protocol signed at Brussels on 23 February 1988 ("the Hague-Visby Rules") and as enacted in the country of shipment shall apply to this Bill of Lading. When the Hague-Visby Rules are not enacted in the country of shipment, the corresponding legislation of the country of destination shall apply; irrespective of whether sate heighslation may only regulate outbound shipments. Where there is no such enactment of the Hague-Visby Rules and poly repetited country of shipment or destination, the Hague-Visby Rules shall apply to this Bill of Lading. The Protocol signed at Brussels on 21 December 1979 ("the SDR Protocol 1979") shall apply where the Hague-Visby Rules apply compulsorily or by this Bill of Lading.

 (B) If the carriage covered by this Bill of Lading is to or from any port of the United States in foreign trade, or if United States have its otherwise compulsorily applicable, then carriages hall be subject to the provisions of the United States in foreign trade, or if United States have its otherwise compulsorily applicable, then carriages almal be subject to the provisions of the United States in foreign trade, or if United States have its otherwise provided in this Bill of Lading govern throughout the time when the Goods are in the custody of the Carrier.

 (C) The aforesaud rule(s) or laws, when applicable as per this Article, are considered fully incorporated as if the same were specifically set out in this Bill of Lading. The Carrier shall be entitled to the full benefit of all privileges, robins and immunities contained in such applicable rules or laws.

 (D) If anything contained in this Bill of Lading be unacceptable by the said applicable rules or laws, it shall be null and void only to the extent of such inconsistency and no turther.

- and no further.

 3. SUBCONTRACTING; HIMALAYA CLAUSE

 (A) The Carrier shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the handling, storage, or carriage of the Goods and any duties whatsoever undertaken by the Carrier in relation to the Goods.

 (B) The Mercharn warrains than to claim shall be made against any of the Subcontractors, except the Carrier, which imposes or attempts to impose upon any of them or any vessel owned or operated by any of them any liability in connection with the Goods. If any claim should nevertheless be made, the Merchant shall or any vessel owned or operated by any of them any liability in connection with the Goods. If any claim should nevertheless be made, the Merchant shall of Without prejudice to the foregoing, any claim being lodged against any of the Subcontractors, whether in tort or others, every such Subcontractor shall have the full benefit of all provisions in this Bill of Lading as if they were expressly for the Subcontractor's benefit.

 (D) For the purpose of this Article, the Carrier shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all Subcontractors, and Subcontractors shall to this extent be deemed to be parties to this Bill of Lading.

- Subcontractors shall to this extent be deemed to be parties to this Bill of Lading.

 4. RESPONSIBILITY FOR LOSS OR DAMAGE

 (A) Insofar his Bill of Lading is used for Port-to-Port Transportation of the Goods:

 (1) The Carrier shall be responsible for the Goods only from loading of the Goods at the Port of Loading to discharge of the Goods at the Port of Discharge or such other port selected as per provisions in this Bill of Lading ing. If the Merchant establishes that the Carrier is liable for loss or damage before loading or after discharge of the Goods, the Carrier shall be entitled to the full benefit of all the applicable provisions in this Bill of Lading and other rules and laws incorporated therein.

 (2) The Carrier's arrangement, if any, for pre-carriage or on-carriage of the Goods, storage or handling before loading or after discharge, is made only as the Merchant's agent at the risk and expenses of the Merchant and the Carrier assumes no liability therefor.

 (3) The Carrier shall be responsible for the Goods from the time when the Goods are in the complete custody of the Carrier at the Place of Receipt until the Goods are, or are deemed to be, delivered at the Place of Delivery pursuant to this Bill of Lading, and the Carrier shall not be liable for any loss or damage caused while the Goods are not in its custody.

 (2) The Carrier's liability for all modes of transportation and storage shall be subject to all provisions in this Bill of Lading, including Articles 2 & 20, etc., and the Carrier's liability for all modes of transportation and storage shall be inland part of the Multimodal Transportation contract, the law compulsorily applicable to such inland stage shall apply to only the portion of the carriage but not further.

 (6) The Carrier does not undertake that the Goods will arrive at the Port of Discharge or the Place of Delivery at any particular time or in time to meet any particular market or use, and the Carrier shall not be liable for any loss of ultransportation contract, the law compulsoril
- extent to which such Subcontractor would have been hable to the Merchant it it had made a direct and separate contract wint me avercinant in respect or such handling, storage or carriage. (E) Neither the Carrier nor the Vessel shall be responsible for any loss, damage or delay, directly or indirectly caused by or arising from strikes, lock-outs, labor disturbances, trade disputes or anything done in contemplation of furtherance thereof whether the Carrier and/or the Merchant are parties thereto or not. (F) The aggregate liability of the Carrier shall be always subject to Article 20 and shall in no event exceed the limits of liability for total loss of the Goods.

- 5. ROUTE OF TRANSPORT; TRANSSHIPMENT; FORWARDING
 (A) At the Carrier's discretion and without notice to the Merchant, the Goods may be carried as a single shipment or as several shipments, by the Vessel named in this Bill of Lading or by other Vessels or any other means of transport by land, water, or air with different schedule from the Vessel, whether or not owned or operated by the Carrier, and by any route, at its absolute discretion, whether or not such route is the direct, advertised, or customary once the closed or any part of them at any port or place for transshipment, store them affolior or ashore, and forward them by any means of
- (6) The Catrier and the Cases Island have liberty to call at any port or place, whether in or out of the direct advertised, or customary route, once or more often and in any order, and to omit calling at any port or place, whether scheduled or not.

 (b) If the Goods are miscarried or missing at the Port of Discharge or Place of Delivery but are found later, they will be forwarded by the Carrier to their intended Port of Discharge or Place of Delivery, but the Carrier shall not be liable for any loss, damage, delay, or depreciation arising from such forwarding.

 (c) The Carrier and the Vessel shall have liberty, either with or without the Goods on board and either before or after proceeding toward the Port of Discharge, to adjust compasses and other navigational instruments, make trial tires or tests, dryoke, so te repair yeaks, shift berthis, take or stores at any port, embark or disembark any person, carry contraband, explosives, munitions, and hazardous cargo, sail with or without pilots, tow or be towed, and save or attempt to save life or property.
- adjust companses and a company contraband, explosives, munitions, and nazaroous cargo, summer and any person, carry contraband, explosives, munitions, and nazaroous cargo, summer and property.

 [He or property.]

 [He or property.]

 [He carrier has taken under this Article shall be deemed to be included within the contractual carriage and such actions, or consequences resulting therefrom, shall be considered neither a deviation nor a breach of Carrier's obligation under this Bill of Lading, Should the Carrier be held liable in respect of such action, the Carrier shall be entitled to the full benefit of all limitations of liability, rights, and immunities contained in this Bill of Lading.

- such action, the Carrier shall be entitled to the full benefit of all limitations of liability, rights, and immunities contained in this Bill of Lading.

 (A) In any situation, whether or not existing or anticipated at or before the commencement of the carriage, which in the judgment of the Carrier (including but not limited to the Master and any person charged with the carriage or safekeeping of the Goods) has given or is likely to give rise to danger, inpury, loss or delay to the Vested, any person, the Goods or any property, or has made to likely to make it unsoft, impracticable limitability or against the threatest the threatest the total property of the made to the carriage of the Mester of the Corrier of the Carrier, or dispose of, the Goods in any manner as the Carrier considers advisable; and/or (2) To carry the Goods to the contracted for Discharge or Place of Delivery, whichever is applicable, by any route whether direct, agreed or customary, including any transshipment, or to any other port which the Carrier or the Master of the Vessel at its discretion may select and there discharge the Goods; and/or

- (2) To carry the Goods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, by any route whether direct, agreed or customary, including any transshipment, or to any other port which the Carrier or the Master of the Vessel at its discretion man, and at its discretion man, and the carrier of such Suspension; and/or discretions, and/or d

7. RECEIPT OF GOODS

- To such adultional treight or charges atoresaid.

 7. RRCEIT OF GOODS

 The Carrier received the cargo as per the following condition and terms as well as other terms applicable under this Bill of Lading.

 (A) The Carrier received the cargo as per the following condition and terms as well as other terms applicable under this Bill of Lading.

 (A) The Carrier received the Goods in "external apparent good order and condition". The term "external apparent good order and condition" when used in this Bill of Lading only means that the Goods when received had no distinctly and easily noticeable defect when observed from the Goods' external apparance without close examination or inspection, and it does not mean the Goods were free from scratches, nicks, cuts, dents, bends, rust or moisture, dust, stains, soot, any other received to make a contaminants or substances, discoloration, shakes, holes, warps, chafige, breakage, or splitting.

 (B) The Merchant warrants to the Carrier.

 (B) The Merchant warrants to the Carrier.

 (1) that the descriptions of particulars that he furnishes are accurate and that any description on the face of this Bill of Lading of marks, quality, quantity, weight, measure, nature, value, or any other particulars of the Goods is as furnished and declared;

 (2) that the marks on the Goods packages, and containers correspond to the marks shown on this Bill of Lading and as furnished and declared;

 (3) that the Goods in all respects comply with all laws and regulations in force at the Port of Discharge and the Place of Delivery;

 (3) that, then the Goods are composed of pieces or bundles, each piece and bundle is distinctly and durably marked and each bundle is securely fastened and taged so that each piece among the piece and bundle is distinctly and durably marked and each bundle is securely fastened and taged so that each piece and pundle can be distinguished at the Port of Discharge and the Place of Delivery; and, of the present of the or its of the Merchant (1) that, as for one in quital scarned in

- R. IADAING

 (A) Loading shall take place as fast as the Vessel is able to load, by day and-if required by the Carrier-also by night, Sundays and holidays. Any quotation on the (possible) date of loading by the Carrier or its agent is always subject to change as per the Vessel's schedule and the Carrier does not warrant that the Goods will be loaded on to the any particular ship and/or on any specific date.

 (B) If Goods contracted for shipment are not available when the Vessel is ready to load, the Carrier is relieved of any obligation to load such Goods, and the Vessel may leave the port without further notice and dead freight is to be paid.
- 9. STOWAGE UNDER AND ON DECK (A) Goods stowed in poop, forecastle, deck house, shelter deek, passenger space, or any other covered-in space, or stowed in a container wherever placed, shall be deemed to be stowed under deck for all purposes including general average.

- (B) Lumber, earth moving equipment, and all other Goods customarily or reasonably carried on deck may at the Carrier's option be carried on deck without notice to the Merchant and without liability of the Carrier for the risks inherent in or incident to such carriage. When such Goods are carried on deck the Carrier shall not be credited to mark any statement of 'on deck stowage' on the face of this Bill of Lading notwithstanding any custom to the containty. Such on deck carriage shall not be considered a deviation.

 (C) In respect of Goods Carried on deck shall be borne by the Merchant, and the Carrier shall not be inhele for the containty of t

- and laws incorporated therein, regardless of where it is carried.

 (A) The Carrier shall have the right to deliver the Goods at any time at the Port of Discharge or the Place of Delivery as shown on the face of this Bill of Lading, or any port or place if the Carrier recrucies its right to see you apply not or place if the Carrier recrucies its right to a period of the place of the Carrier shall have the right to deliver the Goods from the last means of the transport by the Carrier or its sub-contractors at such port or place as indicated in the sub-section (A). Upon discharge as above, the Merchant shall be deemed to have the complete custody of the Goods.

 (C) If the Merchant fails to take delivery of the Goods to land adstore them ashore, allowed at the port or place by any custom or law, the Carrier shall be entitled, without notice, to enter or unpack the Goods, to land and store them ashore, allowed at the port or place by any custom or law, the Carrier shall be entitled, without notice, to enter or unpack the Goods, to land and store them ashore, allowed at the port or place by any custom or law, the Carrier shall be entitled, without notice, to enter or unpack the Goods, to land not store them ashore, allowed at the port or paper in any person for reception of the Goods as the Merchant's representative, or to sell, destroy, dispose of them, at the sole risk and expense of the Merchant.

 (D) If the Merchant fails to take delivery of the Goods, missing or missacried, within 30 days after discharge of the Goods as indicated in the sub-section (A), the Carrier shall have no liability or obligation in respect of the Goods including any loss or damage to the Goods, and shall be entitled to sell them with or without legal authority.
- Carrier shall have no inability or obligation in respect of use Choose incoming any pass as a region of the Carrier for its convenience has stuffed the Goods into a container, the Carrier shall not be required to deliver the Goods in the container. At the Carrier shall not be required to deliver the Goods in the container. At the Carrier shall not be responsible for any loss of or damage to Goods within the command into the responsible for any loss of or damage to Goods within the command into the responsible for any loss of or damage to Goods within the command into the responsible for any loss of or damage to Goods within the command into the responsibility of the command into the container and, with its seal intact, the Carrier shall not be responsible for any others according to the law at such port or such place as indicated in this Article. The discharge and storage or any other disposition of the Goods, pressuant to any proof on this Article. Shall constitute complete delivery and performance under this Bill of Lading and the Carrier shall be released from any further liability in respect of the Goods forever.

11. DANGEROUS GOODS, CONTRABAND AND ANTI-DRUG

- 1. DANGEROUS GOODS, CONTRABAND AND ANTI-DRUG

 (A) The Carrier may carry Goods of an explosive, inflammable, radioactive, corrosive, damaging, poisonous, or dangerous nature only if the Carrier approves a written application by the Merchant prior to the carrige of such Goods. Such application must accurately state the name, nature, classification, the extent of danger of the Goods as well as any specific caution in handling and storage and the method of rendering them innocuous, together with the full names and addresses of the shipper and the consignee.

 (B) The Merchant shall distinctly and permanently mark the nature and danger of such Goods on the outside of the package or container containing the Goods. (C) The Merchant shall distinctly and permanently mark the nature and danger of such Goods on the outside of the package or container containing the Goods. (C) The Merchant shall submit all occuments or certificates in connection with such Goods required by any applicable statute or regulation, or by the Carrier.

 (b) The Carrier shall be entitled to have such Goods rendered innocuous, thrown overboard, discharged or otherwise disposed of, at the Carrier's absolute discretion (1) it is discovered that the Goods are not in compliance with the subparts (A), (B), or (C) of this Article:

 (2) the Goods are found to be contraband or prohibited by any law or regulation applicable or by any competent authority;

 (3) the Goods received in compliance with subsparts (A), (B), or (C) obso have become dangerous or is likely to become dangerous, even if not dangerous when received by the Carrier; or

 (4) any other Goods received under any other article of this Bill of Lading has become or is likely to become dangerous.

 The Carrier shall not be liable for, and the Merchant shall indemnify and defend and hold the Carrier harmless from or against, any death of or injuries to persons or loss of or damage to the Vessel. They apply which may arise from the dangerous nature of the Goods as well as any loss, damage, or liabilit

- 12. Valuable Goods

 The Carrier shall not be liable for loss of or damage to or in connection with precious metals or stones, chemicals, jewelry, currency, writings, negotiable instruments, securities, documents, works of art, heirlooms, or any other valuable Goods, including Goods having particular value only for the Merchant, unless:

 (1) the Merchant has declared the nature and value of the Goods in writing before receipt of the Goods by the Carrier,
 (2) the nature and value of the Goods have been inserted on the face of this Bill of Lading, and
 (3) additional freight has been paid as required.

13, LIVE ANIMALS AND PLANTS

5. LIVE ANIMALS AND PLANTS

With respect to the custody and carriage of live animals and plants, all risks of loss or damage from perils inherent in or incident to such carriage shall be borne by the Merchant, and the Carrier shall not be liable for loss of or damage to such Goods unless the Merchant proves that the damage resulted from an act or omission of the Carrier done with intent to cause damage, or recklessly and with knowledge that damage would probably result, and have the full benefit of all the applicable provisions in this Bill of Lading and other rules and laws incorporated therein. The Merchant shall indemnify the Carrier against any loss, damage, liability and/or extra expenses resulting from such carriage

- the Carrier done with intent to cause damage, or reckeesy and with knowledge that damage would probably result, and have the full benefit of all the applicable provisions in this Bill of Lading and other rules and laws incorporated therein. The Merchant shall indemnify the Carrier against any loss, damage, liability and/or the carrier expenses resulting from such carriage.

 14. FREEGHT AND CHARGES

 (A) Freight may be calculated on the basis of the description of particulars furnished by the Merchant. The accuracy of such description of particulars shall be deemed to have been guaranteed by Merchant to the Carrier at the time of the Carrier's receipt of the Goods. However, for purpose of ascertaining the actual particulars the Clurier reserves rights to open the container or package at any time and at the risk and expense of the Merchant. In case of discrepancy found, the Merchant Shall be failed to all segregation of the following:

 (2) expenses incurred in determining the correct particular, and

 (3) as liquidated and secretained damages, an additional sum equal to the correct freight.

 (B) Full freight shall be completely earned upon receipt of the Goods by the Carrier whether the freight is stated or intended to be prepaid or to be collected at destination. The Carrier shall be entitled to all freight and other changes due hereunder in full and in eash without any offset or deduction, whether actually paid or not, and to receive and retain such freight and charges regardless of whether the Vessel or the Goods be lost, or whether the Carrier takes any of the liberies allowed in this Bill of Lading, Full freight shall be paid on damaged or unsound Goods.

 (C) Goods received by the Carrier cannot be taken away or disposed of by the Merchant except upon the Carrier's consent and after payment of full freight and charges on any following the state of the Goods.

 (2) all fines, damages, and losses sustained by the Carrier ragains:

 (3) all fines, damages, and losses sustained by the Carrier ragains:

 (4) all and d

15. LIEN ON GOODS

- 5. LIEN ON GOODS
 (A) The Carrier shall have a lien on the Goods, which lien shall survive delivery of the Goods, for all freight, dead freight, demurage, damages for detention, general average contributions, stevedoring charges, storage, container per diem expenses and any other sums (including costs and attorney fees for recovering the sums) whatsoever chargeable to the Merchant under this Bill of Lading, the charter party described on the face of Bill of Lading and any other preliminary contract for custody or carriage of the Goods. The Carrier may forecose the lien by selling the Goods, without notice to therethant, privately or by public auction. If the sale proceeds of the Goods fail to cover the amount due and the costs and fees incurred, the Carrier shall be entitled to recover the deficit from the Merchant.
- auction. If the sale proceeds of the Goods fail to cover the amount out and the Costs and the State Incomplete Merchant.

 (B) If the Goods are not claimed within 30 days from the Vessel's arrival at the Port of Discharge or the Place of Delivery, or whenever in the Carrier's opinion the Goods will deteriorate or depreciate, the Carrier may at its discretion exercise its lien or sell, abandon or otherwise dispose of such Goods at the risk and expense of the Merchant without any legal liability of the Carrier.

rarier shall not be liable, in contract or in tort, for any loss of or damage to the Goods arising or resulting from fire, whether the Goods are on board the Vessel unless it is caused by the actual fault or privity of the Carrier.

17. GENERAL AVERAGE ; NEW JASON CLAUSE

- EXEMBLAY EARDE; AND ANDIN CLAUSE
 General Average shall be adjusted, stated, and settled at the port or place at the Carrier's option and according to the York-Antwerp Rules, 1994 in selected by the General Average Adjuster, who shall be appointed by the Carrier and prepare the Statement for all parties to this Billing agree to be bound to the Statement and agree that General Average Adjuster or the Carrier may exercise a lieu against the Goods for the General.
- agree to be bound to the Statement and agree that General average Auguster to the Cartier of the voyage, resulting from any cause, whether due to negligence or not.

 (B) In the or accident, danger, drange, or disasters before a file or commencement of the voyage, resulting from any cause, whether due to negligence or not.

 (B) In the order of each order or accident danger, dranger or disaster or otherwise, the Cooks, and the Merchant shall jointly and severally continue with the Cartier in general average to the payment of any scattlices, loss, or expenses of a General Average to the payment of any scattlices, loss, or expenses of a General Average that the payment of any scattlices, loss, or expenses of a General Average that the payment of the payment of the Cartier, salvage shall be paid for as fully and in the same manner as if such salvings hip belonged to strangers.

 (C) Before delivery of the Goods, the Merchant shall furnish the Carrier with Average Guarantee, Bond and cash deposit as the Cartier deems sufficient to cover the estimated contribution of the Goods and any salvage and special charges theron, and any other additional securities required by the Carrier. The Merchant shall reinburse the Carrier or any special charges or expenditure not foreseen or not compensable in General Average.

18. BOTH TO BLAME COLLISION

is BOTH TO BLAME COLLISION

If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the Master, crew, pilot or agent of the Vessel or the Carrier in the navigation or in the management of the Vessel, the Merchant shall indemnify the Carrier against all loss or liability incurred directly or indirectly to the other ship or her owners or operators insofar as such loss or liability represents loss of or damage to the Goods or any claim whatsoever paid or payable to the Merchant by the other ship or her owners or operators and set-off, recoupted, or recovered by the other ship or her owners or operators apart of their claim against the Vessel or the Carrier. The foregoing provisions shall also apply where the owners, operators, or those in change of any ship or objects are at fault in respect of a collision, contact, stranding, or other activities.

- Peoper or a consisson, contact, stranding, or once accured.

 [3. NOTICE OF CLAIM AND TIME FOR SUIT AGAINST CARRIER

 (A) Unless notice of loss of or damage to the Goods and the general nature of such loss or damage is given in writing to the Carrier at the Port of Discharge or the Place of Delivery before or at the time of delivery of the Goods or, if the loss or damage is not apparent, within 3 days after delivery, the Goods shall be deemed to have been delivered in compliance with the descriptions on the face of this Bill of Lading.

 [8] The Carrier shall be released and discharged from all liability in respect of the Goods, including but not limited to liability for nondelivery, misdelivery, delay, loss, or damage, unless a suit is brought within one year after delivery of the Goods or the date when the Goods should have been delivered. A suit shall not be considered to have been "Roomly" within the time, specified unless complaint shall have been served on and jurisdiction obtained over the Carrier whithin such time.

- 10. LIMIT OF LIABILITY

 (A) Nothing in this Bill of Lading shall limit or deprive the Carrier of any exemption from liability, limitation of liability or statutory protection authorized by the applicable laws, statutes, or regulations of any country.

 (B) The defenses and limits of liability provided in or incorporated by this Bill of Lading, governing law and the relevant charter party shall apply in any action against the Carrier, whether the action is founded in contract, in tort or otherwise.

 (B) The defenses and limits of liability provided in contract, in tort or otherwise.

 (B) The defenses and limits of liability provided in contract, in tort or otherwise.

 (B) The defenses and limits of liability provided in contract, in tort or otherwise.

 (B) The Carrier shall not be liable for any loss or damage to rein connection with the Goods:

 (B) If the Carrier is found liable for any loss or damage to or in connection with the Goods:

 (B) If the Carrier is found liable for any loss or damage to or in connection with the Goods:

 (B) When the U.S. COGSA applies, the Carrier shall be liable for loss or damage in an amount exceeding the minimum allowable limit per package or, unit or per gross weight in the applicable version of the Hague Visby Rules.

 (B) When the U.S. COGSA applies, the Carrier shall be liable for U.S. \$500 per package or, in case of Goods not shipped in packages, per customary freight unit.

 (B) Where the Goods have been packed into a container or unitized into a similar article of transport by or on behalf of the Merchanty is expressed in the container or unitized into a similar article of transport by or on behalf of the Merchanty is expressed in the defendence of the propose of the application of the Merchant before receipt of the Goods by the Carrier and installed to the similar of packages or units for the purpose of the application of the Merchant before receipt of the Goods by the Carrier and installed or the Goods the total the Carrier and installed or the Goods of the Goods by the Car

21. GOVERNING LAW AND JURISDICTION Any and all claims arising from or in connection with or relating to this Bill of Lading shall be exclusively governed by the law of Korea except otherwise provided in this Bill of Lading, Any and all action concerning custody or carriage under this Bill of Lading whether based on breach of contract, tort or otherwise shall be exclusively brought before the Seoul Central District Court in Korea.

22. SUPERSEDING CLAUSE ents for the shipment of the Goods are superseded by this Bill of Lading.

23. SEVERABILITY OF TERMS The terms of this Bill of Lading are severable, and if any part of terms is declared invalid or unenforceable, the validity or enforceability of any other part of terms.