Combined Transport Bill of Lading

- (Definitions) When used in this Bill of Lading. (A) "Ocean Carrier" means the company stated on the fixed of the bill of lading, which performs the sea carriage of Goods, and the vessel, her counter, and demise charters, whether any of the preceding parties is acting as carrier or baller. (B) "Whated Carrier" means carriers other than the Ocean Carrier by land, water or in, participating in combined transport of the Goods, whether acting as carrier or baller. (Chrothed Transport means carriage of the Goods under this Bill of Lading from place of receipt from Merchant to place of delivery to Merchant by the Ocean Carrier plus one or more informations.
- receipt from Marchard to gloss of delivery to Marchard by the Ocean Carter plac one or more includ Carters.

 (ii) "Port 1-Port 1 responsation" means carriage of the Goods under the Bill of Lading or the flow or the Carter 1-Port 1 responsation of the Carter 1-Port 1 responsation of the Carter 1-Port 1 responsation of the Carter 1-Port 1
- (6) "Unified States" or "U.S." means the United States of America. (Clause Paramout") All holders are his field Landing covers carriage of Goods by water, this Bill of Lading shall have effect subject to the provisions of the "Hisgos Pules", namely the International Conventions for the Unification of Continn Rules Relating to Dille of Lading, death at Binssele, August 25, 1924, as a reacted (in Chading, where we reacted, the Protocol dated at Binssele, August 25, 1924, as or marched (in Pules Chading), where we reacted, the Protocol dated at Binssele, August 25, 1924, as or marched in the country of thispenser or is otherwise complicating applicabile, the Hisgos Rules as aneated in the country of destination shall apply. Winean no such enactment is in force in the country of shipment or in the country of destination, or is otherwise compulsorily applicable, the terms of the Hague Rules as enacted by the Convention shall apply compusory approache, the terms of the Hague Hulles as enabled by the Convention shall ap (5) 1 this Bill of Lading covers Goods moving to or from ports of the United States in free trade, then carriage of such goods shall be subject to the provisions of the United State Carriage of Goods by Sea Act, 1936, 46 U.S.C. P1300-1315 as amended (hereinafter "U Coding on cooks by dea Art, 1504, USAC - PLOSE-151 as arterized interestant USAC COGSA*), the terms of which shall be incorporated herein. The provisions of U.S. COGSA shal (except as otherwise specifically provided in this Bit of Lading) govern throughout the time when the Goods are in the custody of the Ocean Carrier and any other water carrier and as otherwise. ided in this Bill of Lading.
- ver the Carriage of Goods by Sea Act 1936 (COGSA) of the United States of America applies, this contract is to be governed by United States Law. In all other cases actions against the Carrier may only be instituted in the country where the Carrier has its principal place of business and shall be dedicted according to the law of such country. (Limitation of Usbillly Statutes). Nothing in this Bill of Lading shall operable to find or deprive the
- Ocean Carrier of any statutory protection, exemption from, or limitation of liability authorized by
- the applicable laws, statistics, or regulations of any country.

 5 (Sub-Contracting: Exemptions and Immunities of Subcontractors): (A) The Ocean Carrier shall be entitled to abcontract on any terms the whole or part of the handling, storage, or carrier of be entitled to succonnect on any terms the whole or part of the handling, storage, or carrier of the Goods and any and all duties whatsoever undertaken by the Ocean Carrier in relation to the Goods. (B) Merchant warrants that no claim shall be made against any Subcontractor (as defined in Article 1 (J), or Subcontractor, of Ocean Carrier, except Inland Carriers where otherwise appropriate, that 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, and, if any such
- censes in operated of year) or sent any stately in conviction term find cooks, along any such calling any claim profession that the consequences of such claim. (c) Without profession the foregoing it is expressly agreed that every such Subcertactor's design facilities. (c) Without profession that every such contractor's design from the benefit of all provisions in the Subcertactor's design for the benefit of the Obean Carrier as it such provisions were expressly for the Subcertactor's design. In entering in this contract the Obean Carrier, to the effort of any contract the Obean Carrier, to the effort of any contract the Obean Carrier, to the effort of any contract the Obean Carrier, to the effort of the Obean Carrier as it such provisions were expressly for the Subcertactor's benefit. In entering in this contract the Obean Carrier, to the effort of the Obean Carrier as it such provisions were expressly for the Subcertactor's benefit. In entering in this contract the Obean Carrier, to the effort of the Obean Carrier as it such provisions were expressly for the Subcertactor's benefit of the Obean Carrier as it such provisions were expressly for the Subcertactor's benefit of the Obean Carrier as it such provisions were expressly for the Subcertactor's benefit of the Obean Carrier as it such provisions were expressly for the Obean Carrier as it such provisions were expressly to the Obean Carrier as it such provisions were expressed to the observations and the observations are considered to the Obean Carrier as it such provisions were expressed to the observations are considered to the observations and the observations are considered to provisions, does so not only on its own behalf of such Subcontractors.

 6. (Route to Transport) (A) The Goods may, at the Ocean Carriers absolute discretion, be carried.
- to the property of the cooks hay, a new occasionance associated support of the cooks as a single shipment or as several shipments by the Vessel and/or any other means of transport by land, water, or air and by any route whatsoever, whether or not such note is the direct advertised, or outstandy route. (B) The Vessel shall have liberty to call and/or stay at any por or place in or out of the direct, advertised, or customary route, once or more often and in an order, and/or to omit calling at any port or place whether scheduled or not. (C) 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 to compasses and other navigational instruments, make trial trips or tests, dry dock, go to repair yards, shift berths, take on fuel or stores, embark or disembark any person, carry contraband, explosives, munitions, war-fike stores and hazardous cargo, sail with or without pilots, tow or be towed, and save or attempt to save life or property (D) if the Goods in whole or in part are for any reason not carried on the Vessel named in this Bill of Lading, or if loading the Goods is delayed or is likely to detain the Vessel, the Vessel may proceed without carriying or loading the Goods in whole or in Ingr. and norfocts to remarked of such sailing is hereby waited. Obeen Carrier may forward the Goods under the terms of this Bill of Lading on the next available ship or at Ocean Carrier's option by any other means of transportation, whether by land, water or air. (E) At Ocean Carrier's option and without notice to brangortistics, whether by land, water or air. (E) All Osean Currier's option and without necess in Machrant, arother stop or or piss may be substated for the Veser amond in this Bill of Lading, whether or of the substitute skip is crued or operated by Osean Currier or mines or departs, or or is scheduled to arrive or depart, before or after the Vesser amond by this Bill of Lading. (F) Any action laties by the Osean Currier under this Article 8 shall be deemed to be included within the contractual curriage and such action, or oblig resulting thereform, shall not be considered a deviation. Should be Osean Currier be table falled in respect of such action, the Osean shall be certified to the full benefit of all privileges, rights, and immunities contained in this Bill of Laties.
- deviation. Should the Clean Careler be held falled in regard of upor hardon, the Ocean Careler shall be entitled to the Lift benefit of all privileges, rights, and immunities contained in this Bill of Lading. (Appl. and immunities contained in this Bill of Lading.) (Appl. and immunities contained in this Bill of Lading) is used for Prot-to-Port Transportation of the Cooks, the Ocean Carrier shall not be responsible to two of or demaps to the Boods caused before bading or after deviating Lading of the sesses the Lading and the Cooks and the Cooks and the Cooks are the Lading and Lading of the Sesses the Lading and the Cooks are the Lading in the sesses the Lading common with the transport of the Cooks or the Lading in the Vesses the Lading in the Vesses the Lading in Lading in the Lading in Lading in the Lading in Lading in the Lading Carrier with Lading Carrier wi Infant Carrier would have been fable to the Merchant if he had made a direct and separate control at this Merchant in respect of handing, storage or carriage of the Goods, as applicable, (e) Richambtanding foreigning Antice 7 (k) or 7 (8), the Ocean Carrier does not need to the control of the Carrier of Section or policy of diversity or principate time or in time to in time to meet any particular market or use, and the Ocean Carrier shall not be responsible for any direct or induced too of damage that is caused through delay (i) if this Bill of Lading is used for Ports-Port Transportation, the column indicating final derification on the cell of this Bill or Liding is solely for the propose of the Merchant's reference, and the Ocean Carrier's responsibility for the Goods shall in all cases cease at the time of discharge of the

- Goods at the port of dischtage.

 8. (Liberties) (A) In any situation whatsoever whether or not existing or articipated before commonisment of or during the transport, which is the judgment of the Closus Carrier (including for the propose of or during the transport, which is the judgment of the Closus Carrier (including for the propose doors) have given to fail by to give the to disrepant, below, too, dischardange of whatsoever natives to the liberty to give the to disrepant, below, too, dischardange of whatsoever natives to the Hersel, the Doesn Carrier, a vehicle, any person, the Cooks or any people, or has needed on it is highly brand of an any way rursde, impracticable, unlawful, or against the interest of the Doesn Carrier or the Merchant to commence or continues the transport to a Goodways the Cooks or the post of discharge to the Cooks or any person, the place of delivery by the notes and in the manner original primarded by the Cooks Carrier (a) and the place of delivery by the notes and in the manner original primarded by the cooks and any time and the manner or continues of the Cooks and the place of receipt or port of baddings which a vehicle, or other means of manner or other than the control of carriage without companions and on primare the Merchart to that, a vehicle, no other means of manner or the proper of the Cooks and any place selected by the Cooks and any control of carriage without companions and on primare that the control of carriage without companions and on primare that the control of carriage without comments of the control of carrier and the control of carrier and the control of carriage without comments of the control of carrier and the control of carriage without control of carrier and the co
- upon the Goods to that edisor.

 The situations referred bit in subport (A) above shall include, but shall not be limited to, those caused by the existence or apperhension of war declared or undeclared, hostilities, risks, civil commotions, or other distributions closure of, ubcased in, or danger to any port or canal, belocidis, prohibition, or restriction or commerce or brading quarties, seatings, cote lorder risks regulations or restrictions, strikes, loxious or other than touries whither paralle or general and whether or not involving employees of the Borna Cardier or Subcontractures, compared and whether or not involving employees of the Borna Cardier or Subcontractures, compared and whether or not involving employees of the Borna Cardier or Subcontractures, compared or port, sharfs, and terminal, or initial plaza, shortage, disease or or obstacles or fabor or facilities to loxing, discharge, delivery, or other sharfing of the Boods, optionis or disease; of the sharfing of the Boods, optionis or disease; (b) The Obsau cardier in shall show levely to comply with order, directions, regulation or suggestions as to manigation or the cardiage or handling of the Codes, by any actual or quarted querement or a public authority, or by any committee or public authority, or by any committee or person having under the terms of any insurance on the Vessel, the right to give such dects, direction, regulation, or suggestions, mayling is done or is not done the same shall be deemed to be included within the contractual carmings and shall not be a deviation.
- Description and Particulars of Goods) Any reference on the face of this Bill of Lading to make consumers and in account of country reserved in the last of the fall of the country country, country,
- memera is a les cueres canalisates au la elevacionista a la personale transitate dy la mire actività dant de la flechia del actività per la casa con carrier againet al loss, damage, expenses, la per allère and fines arising or resulting from inaccuracy of any description or particular. (Use of Containey) When the Gods are on al anello y pacide din a container al receipt by the Ocean Carrier, the Ocean Carrier shall be at liberty to pack and carry the Go
- rype or container.

 an Carrier's Container) (A) The Merchant assumes full responsibility for and shall . (Dozan Carrier's Container) (A) The Merchant assumes full responsibility for and shall indemnify the Onean Carrier against any uses of a damage be too Docan Carrier's containers and other equipment if the loss or damage is caused or occurs while in the possession or control of the Merchant, his agents or common carriers engaged by or on behalf of the Merchant of the Docan Carrier shall in no event be table for, and the Merchant shall indemnify and hold the Cosan Carrier shall no event be table for, and the Merchant shall indemnify and hold the Cosan Carrier harmless from, any death of or injuries to persons, or loss of or damage to property, caused by the Dosan Carrier's container or its contents while in the possession or control of the Merchant, his agents, or common carriers engaged by or on behalf of the Merchant, his agents, or common carriers engaged by or on behalf of the Merchant, his agents, or common carriers engaged by or on behalf of the
- (Container Packed by Merchant) If the cargo received by the Ocean or Inland Carrier is in a container peaked by morbinal of the Merchant. (A) this Bill of Lading is prima also evidence of the except only of the number on the face of this Bill of Lading. The condition and particular of the creedy only of the number on the face of this Bill of Lading. The condition and particular of the contents are unknown to the Ocean and Inland Carties, and the Ocean Cartier accepts no responsibility for the accuracy of the description of condition or particulars. (B) The Merchant warrants (1) that the stowage of the contents of the containers and the closing and sealing of the tainers are sale and proper, and (2) that the containers and their contents are suitable to handling and carriage in accordance with the terms of this Bill of Lading, including Article 15. If the event of the Merchant's breach of any of these warranties, the Merchant and not the Ocean Carrier shall be responsible for, and the Merchant shall indemnify and hold Ocean Carrier harmless from, any resulting loss or damage to persons or property (including the Goods) (C).

 The Merchant shall inspect the container when it is furnished by or on behalf of the Coan Carrier, and the container shall be deemed to have been accepted by the Merchant as being in sound and suitable condition for the purpose of the transport contracted for in this Bill of Lad unless the Merchant gives notice to the contrary, in writing, to the Ocean Carrier before the Transport. (I) If the container is delivered after transport by the Ocean can Inland Carrier with seals intact, such delivery shall be deemed to be full and complete performance of the Ocean Carrier shall not carrier to the container is delivery shall be deemed to be full and complete performance of the Ocean Carrier Schalghott under this Bill of Lading, and the Ocean Carrier shall not be failed for any loss of or damage to the contents of the container. (E) The Ocean Carrier shall not be failed for any loss of or damage to the contents of the container. right to open the container and to inspect its contents without notice to the Merchant, at suce and place as the Ocean or Inland Carrier may deem necessary, and all expenses incurre-irefrom shall be borne by the Merchant. (F) if any seal of the container is broken by oustom or other authorities for inspection of its contents, the Ocean Carrier shall not be liable for an
- resulting loss, damage or expenses.

 18. (Spotal Carriage or Container) (A) The Ocean Carrier does not undertake to carry the Goods in enfograted, heated, incuted, ventilated, or any other special hold or container, nor ho carry any special container packed by or on behalf of the Marchant, but the Ocean Carrier with testing. any special constance passed by or on bental or the descripting, but the good and asset and the second and the shall not be responsible for the function of a special container supplied by or on behalf of the Merchant. (B) The Docum Contrins that the be label for any loss of or damages to Goods in a special hold or container arising from lateral delects, besideour, or estopogue of the infigeration or harding machinery involted, which period or other such appearants of the Nessel or container, provided that the Ocean Carrier shall before or at the beginning of the hardon elegence to malitain the expectable of container in any efficient state. (c) If the code these disposes to malitain the expectable of container in an efficient state. (c) If the code these disposes to malitain the expectable of container in an efficient state. (c) If the code of the code carrier in an efficient state. (c) If the code of the code carrier is state than the sill of Ladings, the code carrier is stated than the sill of Ladings, the code carrier is stated than the sill of Ladings, the code carrier is the sill of Ladings and the particular temperature range that does not guarantee the maliterature of such temperature is incised to contribute. (D) If the code code to carrier is the code carrier is the such code carrier is the such code of the Merchart, it is the obligation of the Merchart is store that or such obligation and the Merchart is stored to not such obligation of the Merchart is stored to not such deligation and committed to the formation of the code carrier of the code carrier observed the code carrier observed to contribute the code carrier code not guarantee the maniferature of the infended temperature inside the container of the code carrier code in the code carrie

- Currier against any loss, damage or fability, including loss of freight, and any other expenses directly or individent similar out of outside your currings of such Cooks. (E) The Coesan Currier may exercise the fight continent dour, at under the preceding subpart wherever it is apprehended that Chooks received in compliance with subparts (A), (E) and (C) above have become disrapsore, when it needings when neceived by the Coesan or Internal Currier. (F) The Coesa Currier has the right to import the contents of any package or container at any fine the profession of the prior notice to Machant and at the rick and expense of the Memory. (15, (B) usage Under and on Deck). (A) Goods in containers, vans, brailers, or classis may be carried under deck or on other, and when son Choosa are carried on deck the Coesan Currier shall not be required to specifylly rote mark, or stamp any statement of 'un octivation and the containers, and the containers and the containers, and the containers and the containers, and the containers and the containers, and the containers and and the containers and and the containers and and the containers. (C) Lumbon, and the Coesan Currier for the later and a containers and the containers and and the containers. (C) Lumbon, and the Coesan Currier for the later and the containers and the containers and the containers and the containers. (C) Lumbon, and the Coesan Currier in the containers of the containers to an internal containers to an internal containers and the containers. (C) Lumbon, and the Coesan Currier to the containers a ing to avail himself of the option so expressed must give notice in writing ter at the first port of call named in the option at least 48 hours prior to the Ve Carrier at the first port of call na Center a use its port or can remeal in the option at least 40 nours prior to the vessers arm there, otherwise the Goods shall be landed at any of the optional ports at Ocean Carrier's option and the Ocean Carrier's responsibility shall then cease. (F) Ocean Carrier is not responsible give notification, in writing or otherwise, either to Merchant or others, of the arrival, discharge, disposition of Goods, any custom or agreement to the contrary notwithstanding, notwithstanding any notation on the face of this Bill of Lading, concerning notification or a n
- (Transshipment and Forwarding) (A) Whether arranged beforehand or not, the Ocean Carrier shall be at liberty without notice to carry the Goods wholly or partly by the named or any other shall be at Benty without notice to carry the Goods wholly or partly by the named or any other Vessel craft beaps, or other means of surport by water. Earl or an is, whether or not cered or operated by the Ocean Carrier. (B) The Ocean Carrier may under any discussions whatsoever descharge the Goods or any part of them at any port or pice for the transference of these them allost or advorce and them forward them by any means of transport. (C) If the Goods carrol be found at the port of discharge or place of delivery, or if they be miscarried, they, when counting the forwarded to their interface port of discharge or place of delivery at the Ocean Carrier's represe, but the Ocean Carrier shall not be labele for any loss, damage, delay, or depreciation arising from such forwarding. (D) in case of Porto-Port Transports, is but all the society of the Ocean hardly Sinterary or the Ocean Carrier and the Sinter Sinterary or the office of the Merchart, and neither the Ocean Carrier and its Vessel shall be deemed to be the agent or proviped of a prior or subsequent carrier not had Vessel shall be deemed to be the agent or proviped of a prior or subsequent carrier not had Vessel shall be deemed to be the agent or principal of a prince or subsequent centries mobilitationing the issuance by the Ocean Carrier of a bill of lating, receipt, or other shipping document at a time or place prior to that at which the Ocods are received by the Ocean Carrier of a bill of lating, receipt, or other shipping document at a time or place prior to that at which the Ocods are received by the Ocean Carrier of the
- 2. (Fire) The Ocean Carrier shall not be responsible for any loss of or damage to the Goods arising from the country at any time, even though before heading on a size discharge from the Vessel, unless caused by the actual stud or privily of the Ocean Carrier.

 3. (size) (4) The Ocean Carrier shall have a size on the Goods with shall senine desting, for all freight, dead freight, demurage, clamages, loss, charges, expenses, and any other sums (radding costs, customs lees, attempt bees, and other feet for receiving the sums) charged to the Methert under this fill Lading and any preliminary contract for custody or carriage of the Goods. December under the Ocean Carrier shall be entitly selling the Goods without notice to be Methertal privilately or by public succious. In osals of the Goods the proceeds tall to cover the amount doe and the costs and less incurred, the Ocean Carriers shall be entitled be recovered the deficit time the Methrant. (§) If the Goods are unclaimed undurg a reasonable time, or wherever in the Ocean Carrier's opinion the Goods will become deteriorate, decayed to sunchross the Carrier (without responsibility to time as it discretion and subject to a since size, also absorbed or or otherwise dispose of such Goods at the sole risk and expense of the Merchant.
- eight and Changeal (A) Freight may be discussed on our crosses on any pursulous on a mo-shield by the Methods, who shall be deemed to have guaranteed to the Ossan Carrier the unary of the contents, weight, measure, or value as lamitated by him at the lime of receipt of looks by the Ossan or hand Carrier, but the Ossan Carrier for the purpose of assessing actual particulars may at any time and at the risk and expense of the Metchant open the

container or package and examine contents, weight, measure, and value of the Goods. In ca of incorrect declaration of the contents, weight, measure and or value of the Goods, in Merchant shall be table for and bound to pay to the Ocean Carrier. (1) the bulance of freighetheren the height charged and that which would have been due had the correct details be between the recipit crisigns and was wrom would have over once may are convex or given, plus (2) expenses incurred in determining the correct details, plus (3) as figlidated ascertained damages, an additional sum equal to the correct finight. (8) Full fielight to the of discharge or place of delivery shall be considered as completely earned on receipt of external country, an external soft regain to the correct freezit, (a) in a freezit to the op-of discharge or place of delivery shall be considered as completely externed on receipt of in Goods by the Ocean Carrior, whether the trigit he stated or intended to be prepaid or to be conducted at destination. The Ocean Carrior is shall be resilled to all height and other changes do, herevorker, whether actually pold or not and to recoin and retain such finglish and changes used any pricomatisense, whether actually pold or not and to recoin and retain such finglish and changes used any circumstances, whether the Vessel and of the Goods to be for in, or the virupped to broke any circumstances, whether the Vestel and not receive to retain contregal to the company of circumstances, whether the Vestel and not be closed to be too in cot, or the voyage be broken up, furtherfact, or abhardoned at any stage of the errire transit. Full height shall be paid in full and in catal which any offset, counter claim, or deduction. Where teight is syable at the port of desharpes or based or delivery, such height and all other charges and the peach the company named in this Bill of Lading, or, at Ocean Carrier's option, in other currency subject to the regulation of the beight ondersence occanness, if any, or contain the place of payment. (I) Rodot once received by the Ocean Carrier's option, in other currency subject to the Mechanic energy for missing the content carrier carron to be taken away or disposed of by the Mechanic energy for non-time of the companion for any loss sustained by the Ocean Carrier's payment of the late of of late of late of the late of the late of the late of the late of late

- shall be paid by the Merchaut. (P) The Merchaut shall be labels for and shall inclemnify the Coesa Curiar signaturit. (I) all does, disc, tesses, consulter see, and other charges levided to the Goods, not (2) all fines, demanges and losses sustained by the Ocean Curiar in connection with Goods, however causad, including the Merchant's fallate to comply with these and regulations of any public authority (6) connection with the Coods, or failure to procure consular, Board of Health, or other conflictates in accompany the Goods. The Merchant's stalls be laided for rutum height and changes on any Goods refused exposition or importation by any public authority, (6) if the Ocean Curieria of the opion that the Goods are in medic of corrigo, impering, or reconditioning, or otherwise require protecting or carring for, the Ocean Curieria of the Goods are in an eagle for the Merchant, carry or such work at the rick and exposes or the Merchant. (6) The stripper, consignor, consignor, consignor, or the ocean and the colors are in read or charges and for the performance of the Ocean and other than the Colors are in read to charge and for the performance of the Ocean and other than the Colors are in read or charges the performance of the Ocean and time for built against Ocean Curieri (1) by Unless redocted one of the colors of the Colors of the Colors of the Colors of charges or place of delivery before or at the time of delivery the Goods or if the top or during a charge of the good or the deciver of the Goods and other or this still of Lading. (8) The Ocean Curier shall be discharged or the Goods or the disk when the Goods should have been delivered. Set stall and to be considered to the Colors or, if the loss or durings in the Colors or the Goods or the disk when the Goods or the Goods and the Goods or the

- ighters, or elsewhere, using or not using elevators, and such discharge shall constitute ent delivery by the Carrier. Thereafter said grain shall be at the risk and expense of the Merchant.
- Merchant.

 31 (Peternodil Transportation) (A) This Bill of Lading may be issued for Intermodal Transportation in any country. When so issued as between the Merchant and an Intan't Carrier custody and carriage of the Goods by the Inland Carrier are subject to the relevant less, regulation, but and bill old lading are suitable from the Osceno Inhalm Carrier compressed. (B) Clark Helmonth applies an Inland Carrier to loss or dismage shall be given and suit commerced as provided in the Inland Carrier's applicable bill of lading 22. (Doesn Carrier's Sarth) This Bill of Lading is subject to the Oscen Carrier's applicable to the Cosen Carrier's applicable to the Cosen Carrier's applicable to the Cosen Carrier's population. So, (Severability of Termio) The terms of the Bill of Lading are sweetile and if any part or term is declared invalid or unenforceable, the validity or enforceability, of any offer part or term shall not be affected.

- be affected.

 14. Himalaya Clause I, All exceptions, exemptors defenses immunities, introduced in a continuous provided by the Bill of Lading or by applicable start or by applicable start or by applicable start or by attack or for the benefit of the Center shall also apply to and for the benefit of the Center shall also apply to and for the benefit of the Center shall also apply to and for the benefit of the Center shall also apply to and for the benefit of the Center shall also apply to and for the benefit of the Center shall also apply to and for the benefit of the Center (modified shall be shall be apply to and the benefit of the Center (modified shall be shall be apply to and the shall be shall be apply to the Center (modified shall be shall be apply to and the central shall be apply to the Center (modified shall be shall be apply to the Center (modified shall be shall be apply to the Center (modified shall be shall be apply to the Center (modified shall be shall be apply to the Center (modified shall be apply to