

SHIPPER/EXPORTER (1)	DOCUMENT NO (4)
	EXPORT REFERENCES (5)
CONSIGNEE (2) (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) (NAME, ADD., PHONE)	FORWARDING AGENT - REFERENCES - NAME, ADDRESS & TELEPHONE NO. (6)
	POINT AND COUNTRY OF ORIGIN (7)
NOTIFY PARTY (3) (COMPLETE NAME, ADDRESS AND TELEPHONE NO.)	CARRIER'S AGENT AT PORT OF DISCHARGE AND TELEPHONE NO. (8)
PRE-CARRIAGE BY (9*)	ONWARD INLAND ROUTING (14*)
CARRIAGE BY (10)	PLACE OF DELIVERY (15*)
PORT OF DISCHARGE FROM VESSEL (12)	FOR TRANSSHIPMENT TO (13)

CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE (SEE SUB-CLAUSE 5 (d))		
MARKS AND NUMBERS (16)	NO. OF PKGS. (17)	DESCRIPTION OF GOODS (18)	GROSS WEIGHT (19)	MEASUREMENT (20)

RECEIVED in apparent good order and condition unless otherwise stated herein for carriage from the port of loading named herein or a place of receipt (Box 9A above), if mentioned herein, to the port of discharge named herein or at the place of delivery (Box 15 above), if mentioned herein. Such carriage being always subject to the terms, rights, defenses, provisions, conditions, exceptions, limitations and liberties contained on the reverse side hereof numbered 1-25 and those terms and conditions contained in the carrier's applicable tariff. The Merchant's attention is drawn in particular to the carrier's liberties in respect of on-deck stowage (see Clause 10) and potential routes and liberties (see Clause 6). **In accepting this Bill of Lading, the Merchant agrees to be bound by all terms and conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof.**

IN WITNESS WHEREOF, three (3) original Bills of Lading, all of like tenor, have been executed on behalf of the Carrier National Shipping Company of Saudi Arabia (hereinafter Bahri), ONE of which being accomplished the others shall stand void.

By: _____
As Agents for the Carrier Bahri

Bill of Lading No. _____

Date: _____

Place of Issue: _____

*APPLICABLE ONLY WHEN DOCUMENT USED AS A COMBINED TRANSPORT BILL OF LADING

FREIGHT DETAILS, CHARGES ETC.
(See Clauses 9 and 15)

ORIGINAL

Declared Value \$ _____ If Merchant enters actual value of the Goods and pays the applicable AD VALOREM tariff rate, the Carrier's Package limitation shall not apply.

1. DEFINITION OF TERMS
"Carrier" means the National Shipping Company of Saudi Arabia (hereinafter called "Bahri"), 569 Bahri Building, Sixteen Street, Malaz Area, P.O. Box 8931, Riyadh 11492, Saudi Arabia.
"Merchant" means the shipper, consignee, holder of the bill of lading and the owner of the Goods, including their servants or agents.
"Vessel" is identified in Box 10 on the face of this B/L and also includes any substitute vessel, feeder vessel or other watercraft employed to perform this contract.
"Underlying Carrier" shall include any water, rail, motor, air or other carrier utilized by the carrier for any part of the transportation of the Goods.
"Goods" means the whole or any part of the cargo received from the Merchant, including RORO Cargo and any Container not supplied by or on behalf of the Carrier.
"RORO Cargo" is roll-on/roll-off cargo which is driven or towed on and off the Vessel; such as automobiles, buses, trucks, trailers, cranes, construction equipment or oversized cargo loaded on special flatbed, mafi or lowboy trailer.
"Container" means any container, open top container, flat rack, platform, bulk liquid tank, chemical tank or similar device used for the transportation of Goods.
"Package" means any container which is loaded, secured, stuffed, and sealed by or on behalf of the Merchant and is not the individual items packed on or in said Container if the number of such items is not indicated on the front of this Bill of Lading or is indicated by the term such as "said to contain" or similar expressions.
"Sub-Contractor" includes charterers, operators, and managers of Vessel, terminal operators, stevedores, rail operators and any independent contractor employed by the Carrier to perform this contract of carriage.

2. CARRIER'S LIABILITY:
(a) TRADES TO OR FROM COUNTRIES OTHER THAN THE UNITED STATES shall be subject to the provisions of the Hague Rules contained in the International Convention for the Unification of Certain Rules relating to Bills of Lading dated Brussels 25th August 1924 ("Convention"), as enacted in the country of shipment. Where no such enactment is enforced in the country of shipment, the corresponding legislation of the country of destination shall apply. In respect of shipments to which no such enactments are compulsorily applicable, the terms of the Convention shall apply. In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23, 1968 (the Hague Visby Rules) apply compulsorily the provisions of the respective legislation shall be deemed to be incorporated herein. It is further agreed that the applicable legislation shall also apply to Goods and Containers stowed on deck.
(b) TRADES TO OR FROM THE UNITED STATES shall be subject to the United States Carriage of Goods by Sea Act of 1936 (hereinafter "COGSA"), Ch.229, 49 Stat. 1207 (1936) formally codified at 46 USC 1300 et. seq., which shall apply to Goods and Containers on deck.

3. COMBINED TRANSPORT BILL OF LADING
(a) If this is a combined transport bill of lading (see Clause 5(b)) with respect to water, air and overland transportation, the terms of the Bills of Lading and other contracts of the underlying carriers shall apply to the extent that the liability provisions and package limitation contained therein do not exceed the liability provisions and package limitations set forth in this Bahri Bill of Lading, which terms and limitations shall otherwise apply.
(b) The terms of this Bill of Lading are applicable during all stages of transportation that the Carrier has agreed to transport the Goods and Containers stowed on deck, as defined on the face of this Bill of Lading.
4. SUB-CONTRACTING:
(a) The Carrier shall be entitled to substitute any Vessel or other means of transportation and to subcontract on any terms the whole or any part of the carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by the Carrier in relation to the goods.
(b) If any litigation or claim is brought against the vessel owners, operators, managers or Sub-contractor as defined in Clause (1) above, employed by the carrier to perform this contract of carriage, such a person shall be entitled to the defenses and limits of liability which are entitled to invoke under any circumstances whatsoever be under any liability contract.
(c) The aggregate of the amounts recoverable from the Carrier and entities referred to in Paragraph 4(b) above shall in no case exceed the limit provided for in this Bill of Lading.
(d) (i) For the purposes of this contract, the term "Servant" shall include the owners, managers, and operators of vessels (other than the Carrier); underlying carriers; stevedores and terminal operators; and any direct or indirect servant, agent, or subcontractor (including their own subcontractors), or any other party employed by or on behalf of the Carrier, or whose services or equipment have been used to perform this contract whether in direct contractual privity with the Carrier or not.
 (ii) It is hereby expressly agreed that no Servant shall in any circumstances whatsoever be under any liability whatsoever to the shipper, consignee, holder, or other party to this contract (hereinafter termed "Merchant") for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from an act, neglect or default on the Servant's part while acting in the course of or in connection with the performance of this contract.
 (iii) Without prejudice to the generality of the foregoing provisions in this clause, every exemption, limitation, condition and liberty contained herein (other than Art III Rule 8 of the Hague/Hague-Visby Rules if incorporated herein) and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder including the right to enforce any jurisdiction or arbitration provision contained herein shall also be available and shall extend to every such Servant of the Carrier, who shall be entitled to enforce the same against the Merchant.
 (iv) (a) The Merchant undertakes that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any Servant of the Carrier which imposes or attempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatsoever in connection with this contract whether or not arising out of negligence on the part of such Servant. The Servant shall also be entitled to enforce the foregoing covenant against the Merchant; and
 (b) The Merchant undertakes that if any such claim or allegation should nevertheless be made, he will indemnify the Carrier against all consequences thereof.

(v) For the purposes of Paragraphs (i)-(v) of this clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons mentioned in sub-clause (i) above who are his Servants and all such persons shall to this extent be or be deemed to be parties to this contract.
5. RESPONSIBILITY:
(a) Port to Port Shipment:
 The Carrier shall be liable for Goods from the time the Goods have passed over the Vessel's ramp/rail at time of loading at the Port of Loading (Box 11) until the time the Goods have passed over the Vessel's ramp/rail at the time of discharging at the Port of Discharge (Box 12). For Goods to be transported by air, the Carrier shall be liable from the time the Goods are received at the loading port until the time the Goods have been delivered to the Merchant at the Port of Discharge (Box 12).
(b) Combined Transport:
 Whenever the Goods are transported by water, air or over land from a place of receipt as shown in Box 9(A) prior to reaching the port of loading as shown in Box 11 and/or on carriage to a destination beyond the port of discharge from the Vessel shown in Box 12 to a place of delivery as shown in Box 15, and freight is paid for this Combined Transport, the Carrier undertakes to procure the entire transport from the place where the Goods are received to the place designated for delivery and to be directly responsible to the Merchant for such transport carriage. All claims must be filed with a Carrier, who will be solely responsible for settling the claim. When any payment is made to the Merchant, the Carrier shall be automatically subrogated to all rights of the Merchant against all others, including any Underlying Carrier, on account of such loss or damage.
 When loss or damage occurs during Combined Transport but it cannot be determined which Carrier or underlying Carrier has custody or control of the Goods at the time of the loss or damage, the Merchant and Carrier agree that it shall be deemed that the loss or damage occurred aboard the Vessel named herein on the reverse side and Clause 3 shall apply.
(c) Transshipment:
 Whenever the Goods are to be transported as shown in Box 13 for carriage to a destination not served by the Carrier's vessel, Bahri will, acting only as the Merchant's agent, arrange for transportation of the shipment to destination and Bahri's liability as the Carrier shall absolutely cease when the Goods are discharged from the Vessel and delivered to the ongoing Carrier's representative.
(d) The Carrier shall not be responsible to any person including the Merchant for the accuracy and truth of any particulars or information furnished by the Shipper.
 Nothing in this Sub-Clause shall be deemed as a waiver of the right of the Carrier to claim against the Shipper or any other person for the consequences of false or negligent misstatement.

6. ROUTES AND LIBERTIES:
6.1 The Carrier may at any time and without notice to the Merchant:
(a) Use any means of transport or storage whatsoever.
(b) Transfer of Goods from one conveyance to another including transshipping or carrying the same on another Vessel then the Vessel named in Box 10 of the overleaf or on any other means of transport whatsoever even though transshipment or forwarding of the Goods may not have been interrupted or returned for herein.
(c) Sail without pilots, proceed via any route, proceed to and from any port and stay at any port or place whatsoever (including the port of loading, the port of discharge or the port of destination) in any direction to or beyond the port of discharge once or more often for bunkering or loading or discharging cargo or embarking or disembarking any person(s) whether in connection with the present, prior or subsequent voyage or any other purpose whatsoever, and before giving delivery of the Goods at the port of discharge or the place of delivery herein provided and with liberties as aforesaid leave and then return to and discharge the Goods at such port, tow or be towed, make trial trips, adjust compasses, or repair or dry dock with or without cargo on board.
(d) Load and unload the Goods at any port or place (whether or not any such port or place is named in the overleaf of this Bill of Lading).
(e) Comply with any order or recommendation given by any government or authority or any person or body or purporting to act as or to give orders or directions.
6.1 Anything done or not done in accordance with sub-clause (1) or any delay arising therefrom shall be deemed to be within the contractual carriage and shall not be a deviation.
7. DAMAGES:
(a) Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use and subject as provided herein, the Carrier shall not be liable for any damages, including indirect or consequential damages, caused by delay.
(b) In the event that the Merchant proves that there was an unreasonable delay, then the Carrier's liability for such delay shall be limited to the freight charge for the transport covered by this Bill of Lading and the Carrier shall not be liable for indirect or consequential loss or damages caused by such unreasonable delay.
(c) Collision:
 If the ship 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, mariner, pilot or the servants of the ship, the Carrier shall be liable to the other or noncarrying ship or her Owners insofar as such loss or liability represents loss of or damage to, or any claim whatsoever of the Owners of said Goods, paid or payable by the other or non-carrying ship or her Owners to the Owners of the said Goods and set off recouped or recovered by the other non-carrying ship or her Owners as part of their claim against the carrying ship or Carrier. The foregoing provisions shall also apply where the Owners, Operators, or those in charge of any ship or ships or objects other than, or in addition to the colliding ships, or objects are at fault in respect of a collision or contact.
8. CONTAINERS STUFFED BY SHIPPER:
 When Container(s) and/or Goods are loaded by the Merchant or his agent, this Bill of Lading shall be receipt only for the Container(s) and the Carrier shall not be responsible for count of the contents, or for concealed damage or for improper loading or mixing of articles in the Container, and the Merchant agrees that upon delivery the Carrier will be given a receipt for the Container(s) before the shipment is released. The Carrier shall not be liable for, and shall be indemnified by the Merchant in respect of any loss, damage, injury, liability or expense caused by improper stuffing of a Container or lack of securing Goods within the Container performed by the Merchant or on the Merchant's behalf. The Merchant shall be liable for and shall hold the Carrier harmless for any and all loss, damage or injury, liability or expense, caused by Goods which by its nature is dangerous, fragile, perishable, unsuitable or is the property of a third party. The Carrier shall be liable for any loss, damage or injury to the Merchant shall be sealed by the Merchant and the seal number shown thereon by the Shipper. The Shipper shall inspect the Containers before stuffing them and the use of the Containers shall be prima facie evidence of them being sound and suitable for use.

9. PACKAGE LIMITATION:
(a) IN TRADES TO OR FROM THE UNITED STATES the Carrier's liability for any loss or damage of Goods exceeding in value the equivalent of \$500 lawful money of the United States per package, or in the case of Goods not shipped in packages, per customary freight unit (CFU), shall be limited to COGSA's \$500 per package or per CFU, if the Goods are unpackaged unless the nature and value of such Goods have been declared by the Shipper before or after the Goods are packed in the bill of lading, and in the absence of such declaration, the Carrier's liability shall not exceed the declared value and any partial loss or damage of Goods shall be pro rata on the basis of such declared value.
(b) Notwithstanding Clause 3(a) or any other Clause in this Bill of Lading, it is agreed that in no event shall the Carrier's liability for any loss or damage of Goods exceed US \$500 per package, CFU limitation, or declared value (if applicable), as provided in Clause 9(a) above.
(c) IN TRADES TO OR FROM COUNTRIES OTHER THAN THE UNITED STATES the Carrier's limitation of liability for any loss or damage of Goods shall be governed by the applicable Convention and related Rules set forth in Clause 3(a). With respect to trades in which no such enactments are compulsorily applicable, the Carrier's liability shall not exceed the equivalent of 666.666 SDR per Package or unit or 2 SDR per kilogram of gross weight of the Goods, whichever is higher.
10. DECK CARGO:
(a) The Goods may be stowed on deck by the Carrier in a Container, as defined in Clause 1 above, or similar articles of transport used for consolidation of Goods.
(b) Goods whether stowed in a Container or not may be carried on or under deck without notice to the Merchant. Such Goods (other than livestock) whether carried on deck or under deck shall participate in general average and shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or the Hague Visby Rules or COGSA, as the case may be.
(c) Goods (not being Goods stowed in a Container other than flats or pallets) which are stated herein to be carried on deck and livestock, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever.
11. SPECIAL HANDLING/MONITORING OF CARGO:
 The Carrier shall not be liable for damage to Goods requiring special handling in discharge or stowage or special monitoring and control of its temperature and/or environment when such damage results from the lack of such special handling, monitoring or control unless the merchant shall have provided to the carrier actual notice of such requirements and unless such requirements are set forth in writing on the front side of this Bill of Lading and any additional freight, charges assessed for such special handling, heating, refrigeration, monitoring, or control are paid.
 In the event that self-powered, self-propelled RORO Cargo (including all motor vehicles, whether powered by combustion engine, electric or otherwise) is not able to be discharged under its own power due to any reason whatsoever, including but not limited to mechanical failure or breakdown, and whether or not it was loaded in such condition, the Merchant shall be liable for any costs, liabilities and charges incurred at the discharge port.
 In Saudi Arabian ports, the following charges will be applied for RORO Cargo discharged in this way:
 RORO Cargo less than 3mt: SAR 200
 RORO Cargo 3mt to 10mt: SAR 300
 RORO Cargo 10mt to 40mt: SAR 800
 RORO Cargo more than 40mt: SAR 2,000
12. FIRE:
 Neither the Carrier nor its terminal operator nor stevedore shall be liable to answer for or make good any loss or damage to Goods occurring at any time, including before loading on or after discharge from the Vessel, by reason or by means of any fire whatsoever, unless such fire shall be caused by their design or neglect, as provided for in 46 USC Sections 181-189 which is fully deemed to be incorporated herein.
13. CARRIER'S LIEN:
 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 contributions to whomsoever due. The Carrier shall also have a lien against the Merchant on the Goods in any documents relating to sums due the Carrier under other bill of lading contracts and Carrier may exercise his lien at any time and any place at his sole discretion, whether the contractual Carriage is completed or not. In any event, any lien shall extend to cover the costs of recovering any sums due and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant. The Carrier's lien shall survive delivery of the Goods.
14. MERCHANTS WARRANTIES AND LIABILITY:
 The Merchant warrants:
(1) That the particulars relating to the Goods as set out on the reverse hereof have been checked and are correct;
(2) That the Goods contain no contraband, drugs, other illegal substances or stowaways and that the Goods will not cause loss, damage or expense to the Carrier or to any other cargo during carriage;
(3) That the packaging utilized in conjunction with the Goods complies with any and all local and international governmental rules, regulations and conventions concerning wood, packaging materials (WPM), including but not limited to the International Plant Protection Convention (IPPC) and the United States Department of Agriculture (USDA), Animal and Plant Health Inspection Services (APHIS), import regulations;
(4) With respect to Containers that have not been stowed by or on behalf of the Carrier, that
 (a) The Goods will be properly stowed and secured within the Container; and
 (b) The Container will be suitable for the Goods and in a cargo-worthy condition.
(5) With respect to RORO Cargo, that it is fully operational, safe and mechanically sound for the purpose of driving/towing, stopping, loading, stowing and discharging from the vessel.
(6) All persons within the definition of Merchant, Clause shall be jointly and severally liable for and shall indemnify the Carrier against all loss, damage, delay, fines, claims by third-parties, attorney fees, survey fees and expenses arising from any breach of the warranties set forth in Clauses 14(1) through (5), above.
15. FREIGHT AND OTHER CHARGES:
 Full freight to destination shall be considered completely earned upon receipt of the Goods by the Carrier and shall be paid and non-returnable in any event, if the Merchant fails to pay the freight when due he shall be liable also for interest due on any outstanding sum, reasonable attorney fees and expenses incurred in collecting the sums due to the Carrier. Payment of freight and other charges by a freight forwarder, broker or anyone other than the Carrier or its authorized agent, shall not be deemed payment to the Carrier and shall be made at the Merchant's sole risk. The Merchant agrees to be bound by the measurements, weight and particulars of the Goods, as shown on the face of the Bill of Lading for the purpose of calculating the earned ocean freight. In the event that the ocean freight is based upon said weight and measurement of the Goods.
16. NOTICE OF LOSS OR CLAIM:
 Unless notice of loss of or damage to the Goods and the general nature of such loss or damage be given in writing to the Carrier at the place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading or if the loss or damage be not apparent, within three consecutive days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods in good order as described in this Bill of Lading. Notice of any claim shall be addressed to the Carrier.
17. TIME BAR:
 All liability whatsoever of the Carrier, Vessel Owners, operators, managers or Sub-Contractor, as defined in Clause 1, shall be discharged from all liabilities whatsoever unless suit is brought within one year from the date that the Goods have been delivered or when the Goods should have been delivered. The Merchant is not permitted to survey any alleged damaged Goods on board the Vessel. In the event that the Merchant wishes to have a damage survey of the Goods at the discharge terminal following discharge from the Vessel, Merchant must give the Carrier reasonable written notice of the survey to allow time for a joint survey, to be conducted at the option of the Carrier. In the event that the Merchant wishes to have a damage survey after taking delivery of the Goods from the discharge terminal, Merchant must give the Carrier reasonable written notice of the survey to allow time for a joint survey to be conducted at the option of the Carrier.
18. GENERAL AVERAGE AND SALVAGE:
 General average shall be adjusted at any port or place at the Carrier's option and is to be settled according to the York Antwerp Rules of 1924 and any subsequent amendments thereafter and as to matters not provided for by these rules, according to English law. Average agreement and bond and such additional security as may be required by the Carrier must be furnished before delivery of the Goods. The adjustment shall be made by an adjuster selected by the Carrier from the Association of Average Adjusters of England and the Adjustment shall be prima facie evidence as against all interests.
 Such adjustment shall be stated in United States dollars and any disbursement in any other currency shall be exchanged into U.S. dollars at the rate prevailing on the dates paid and allowances for damage to Goods claimed in any other currency shall be exchanged at the rate prevailing on the last day of discharge at the port or place of final discharge of any such damaged Goods.
 In the event of accident, danger, damage or disaster before or after commencement of the voyage and resulting from any cause whatsoever, whether negligence or not, for which or for the consequences of which the Carrier is not responsible by statute, contract or otherwise, the Goods and the merchant shall contribute with the Carrier in general average to the payment any sacrifice, loss, or expense of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods.
 If the salvaging vessel is owned or operated by the Carrier, salvage shall be paid in full and in the same manner as if said salvage and ship belong to strangers. Contribution to general average by all interest shall be paid to the owners of the vessel even when such salvage is the result of fault, neglect or error of the Master, pilot or crew. The Merchant expressly releases any and all codes, statutes, laws or regulations which might otherwise apply.
 In the event general average is declared by any Underlying Carrier or by the owner or charterer of any feeder ship or other water craft used to accomplish the overall carriage, the Goods and the Merchant shall contribute directly to such general average in accordance with the contracts of the Underlying Carrier or of the feeder ship or water craft owner or charterer.
19. DEFENSES:
 The defenses and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract or in tort.
20. INSPECTION OF GOODS:
 The Carrier shall be entitled, but is under no obligation, to open any Package or Container at any time and to inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expenses or taking any measures in relation to such Package or Container or its contents or any part thereof, the Carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expense to carry or to continue the carriage or to store the same ashore or afloat under cover or in the open, at any place, which storage shall be deemed to constitute due delivery under the Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional expense so incurred. The Carrier exercising the liberties contained in this Clause shall not be under any obligation to take any particular measures and the Carrier shall not be liable for any loss, damage or delay whatsoever arising from any action or lack of action under this Clause.
21. HAZARDOUS AFFIXING PERMANENCE:
 If the performance of the contract evidence by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty, or disadvantage of whatsoever kind which cannot be avoided by the exercise of reasonable endeavors, the Carrier (whether or not the transport is commenced) may without notice to the Merchant treat the performance of this contract as terminated and place the Goods or any part of them at the Merchant's disposal at any place or port which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full freight and charges on Goods received for transportation and the Merchant shall pay for the transportation of the Goods to and deliver and storage at such place or port.
22. DANGEROUS GOODS CLAUSE:
(a) The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, flammable, radioactive, or damaging nature without previously giving written notice of their nature to the Carrier.
(b) If the requirements of sub-clause (a) are not complied with, the Merchant shall indemnify the Carrier against all loss, damage or expense arising out of the Goods being tendered for transportation or handled or carried by the Carrier.
(c) Goods which are or at any time become dangerous, inflammable, radio-active or damaging may at any time or place be unloaded without compensation, and if the Merchant has not given notice of their nature to the Carrier under (a) above, the Carrier shall be under no liability to make any general average contribution in respect of such Goods.
23. INTEGRATED CONTRACT:
 This Bill of Lading is a fully integrated contract and no servant or agent of the Carrier has the power to waive or vary any terms and conditions of this Bill of Lading unless such waiver or variation is in writing and is specifically authorized or ratified in writing by the Carrier. In the event that any term or terms of this Bill of Lading is held to be invalid or unenforceable, such holding shall not affect the validity or enforceability of any other provision or part thereof in this Bill of Lading.
24. CURRENCY:
 Rates quoted herein are in US currency or its equivalent. Except as otherwise provided in the Carrier's tariffs, collect freight on shipments rated in US Dollars shall be converted at the current rate of exchange at New York, based on unblocked currency of country of discharge, on the date the Vessel enters Customs at Port of Discharge.
25. LAWS AND JURISDICTION:
 The contract evidenced by this Bill of Lading shall be construed and governed by English law and any action or suit against the Carrier hereunder must be brought before the High Court in London, except if this Bill of Lading is evidence of a shipment to or from any United States Port, then this contract shall be governed by United States law and any litigation against the Carrier hereunder must be brought before the United States District Court for the Southern District of New York.