

MEDITERRANEAN SHIPPING COMPANY S.A. 12-14, chemin Rieu - CH -1208 GENEVA, Switzerland website: www.msc.com	SEA WAYBILL No. MEDUP2136356 DRAFT <small>*Port-To-Port* or *Combined Transport* (see Clause 1)</small>
SHIPPER: UVICA S.A.C. CALLE COLINA 113, DPTO 402, Barranco, Lima - Peru TELEFONO:511 4137928	CARRIER'S AGENTS ENDORSEMENTS: (Include Agent(s) at POD) SHIPPER'S LOAD, STOW AND COUNT FCLFCL SAID TO CONTAIN ... CONTINUED FROM NOTIFY PARTIES ARIMAR B.V. MERCURIUSWEG 12, 3113 AR SCHIEDAM ROTTERDAM 24372426 THE NETHERLANDS Email: adj@arimar.eu Lloyds/IMO Number: 9785471 *THE PERUVIAN LOCAL CHARGES 'DESPACHO DOCUMENTARIO', 'DESPACHO DE CONTENEDOR' AND, 'GATE IN/OUT' ARE DUE AND PAYABLE AT ORIGIN BY THE MERCHANT IN ACCORDANCE WITH CARRIER'S TERMS AND CONDITIONS AVAILABLE AT WWW.MSC.COM/PER/CONTRACT-OF-CARRIAGE/MSC-PERU-TERMS-CONDITIONS.'
CONSIGNEE: LTD EASY TRADING 142001, Russia, Moscow Region, Domodedovo, st. 1-ya Kommunisticheskaya (Severnnyy mkr.) stroyenie 34a, 1st floor, office 1	MERCHANTS' ATTENTION IS BROUGHT TO THE FACT THAT IN APPLICATION OF THE PERUVIAN LEGISLATIVE DECREE NUMBER 1492 DATED MAY 10TH, 2020, PERUVIAN CUSTOMS HAVE FULL PORT OF DISCHARGE AGENT: MEDITERRANEAN SHIPPING COMPANY (NETERLAND) B.V.WESTBLAAK 216-218 P.O. BOX 1555 3000 BN ROTTERDAM
NOTIFY PARTIES : (No responsibility shall attach to Carrier or to his Agent for failure to notify - see Clause 20) CSI-Fresh B.V. OSLO 7 2993 LD BARENDRECHT Attn: TEWIN VAN PELT Tel.: +31 6 23 95 10 67 CONTINUED IN CARRIER'S AGENTS ENDORSEMENTS...	VESSEL AND VOYAGE NO (see Clause 8 & 9) MSC CASSANDRE - NX312R
PORT OF LOADING Callao	PLACE OF RECEIPT: (Combined Transport ONLY - see Clause 1 & 5.2) XXXXXXXXXXXXXXXXXXXX
BOOKING REF. (or) SHIPPER'S REF. EBKG05304860	PORT OF DISCHARGE Rotterdam, Netherlands
PLACE OF DELIVERY : (Combined Transport ONLY - see Clause 1 & 5.2) XXXXXXXXXXXXXXXXXXXX	CONTINUED IN CARRIER'S AGENTS ENDORSEMENTS...

PARTICULARS FURNISHED BY THE SHIPPER - NOT CHECKED BY CARRIER - CARRIER NOT RESPONSIBLE (see Clause 14)

Container Numbers, Seal Numbers and Marks	Description of Packages and Goods <small>(Continued on attached Bill of Lading Rider pages(s), if applicable)</small>	Gross Cargo Weight	Measurement
CRLU1349770 40' HIGH CUBE REEFER Seal Number: 003PL027655 FJ14535615 7527JFR Tare Weight: 4,600 kgs.	continued from Carrier's Agent Endorsements POSITION TO CONTROL THE RELEASE PROCESS AND IS THEREFORE NOT RESPONSIBLE FOR DELIVERY OF CARGO WITHOUT THE PRESENTATION OF THE ORIGINAL BILL OF LADING. SHIPPER DECLARES THAT ANY APPLICABLE WOOD PACKAGING MATERIALS COMPLY WITH ISPM 15 REGULATIONS. FAILURE TO COMPLY WILL RESULT IN CONTAINERS BEING RETURNED TO LOAD PORT OR CARGO DESTROYED - ALL COSTS, FINES, PENALTIES, WILL BE FOR SHIPPERS ACCOUNT. Asignar contenedores refrigerados no mayor a 10 años 2280 BOX(ES) of 2280 BOXES WITH FRESH GRAPES IFG TEN (SWEET GLOBE TM) 2280 CAJAS CON UVA FRESCA IFG TEN (SWEET GLOBE TM) HS CODE: 080610 P.A: 0806.10.00.00 TEMPERATURE: -0.5 C TR:260000836900 / 260000836922 FREIGHT COLLECT THE REEFER TEMPERATURE TO BE SET AT -0.5 DEGREES CELSIUS IN ACCORDANCE WITH SHIPPER'S INSTRUCTIONS. Temperature: -0.5 C Total Items: 2280	21,660.000 kgs.	
Total :		21,660.000 kgs.	

FREIGHT & CHARGES Cargo shall not be delivered unless Freight & Charges are paid(see Clause 16) AS PER AGREEMENT	RECEIVED by the Carrier from the Shipper in apparent good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in box entitled "Carrier's Receipt" for carriage subject to all the term hereof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTING THIS SEA WAYBILL THE SHIPPER EXPRESSLY ACCEPTS AND AGREES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE CONSIGNEE, THE OWNER OF GOODS AND THE MERCHANT, AND WARRANTS HE HAS AUTHORITY TO DO SO. ALL THE TERMS AND CONDITIONS WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS SIDE AND ON THE REVERSE SIDE AND TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF AS IF THEY WERE ALL SIGNED BY THE SHIPPER. Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the Consignee or his authorized representatives. This Sea Waybill is not a document of title to the Goods and delivery will made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and/or authorization at the Port of Discharge or Place of Delivery, as appropriate, without the need to produce or surrender a copy of this Sea Waybill. IN WITNESS WHEREOF the Carrier, Master or their Agent has signed this Sea Waybill.
DECLARED VALUE (Only applicable if Ad Valorem charges paid - see Clause 7.3) XXXXXXXXXXXXXXXXXXXX	CARRIER'S RECEIPT (No. of Cntrs or Pkgs rcvd by Carrier - see Clause 14.1) 1 cntr
PLACE AND DATE OF ISSUE MSC CALLAO XXXXXXXXXXXXXXXXXXXX	SIGNED on behalf of the Carrier MSC Mediterranean Shipping Company S.A. by Mediterranean Shipping Co. Del Peru SAC As Agent SHIPPED ON BOARD DATE XXXXXXXXXXXXXXXXXXXX

1. DEFINITIONS

The following definitions shall apply in this Sea Waybill:

Carrier: means MSC Mediterranean Shipping Company S.A.

COGSA: means the United States Harmonized Rules of 1924.

Combined Transport: arises if the Carrier has indicated a Place of Receipt and/or a Place of Delivery on the front hereof in the relevant spaces. Combined Transport consists of a Port-to-Port carriage and Inland Transport. **Container:** includes any container, trailer, transportable tank, flat or pallet, or any similar article used to contain goods and/or cargo.

Freight: includes the freight and all charges, costs and expenses whatsoever payable to the Carrier in accordance with the applicable Tariff and this Sea Waybill, including storage, per diem and demurrage.

Hague-Visby Rules: means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25 August 1924 with the express exclusion of Article 9.

Place of Delivery: means the provisions of the Hague Rules (1924 as Amended) by the Protocol adopted at Brussels on 23 February 1968, and 21st December 1979 (SDR Protocol) where applicable. Notwithstanding anything to the contrary herein it is expressly agreed that nothing herein shall contractually apply the Hague-Visby Rules to this Sea Waybill and they shall apply only when compulsorily applicable by the law governing this Sea Waybill.

Inland Transport: means carriage combined Transport other than between the Port of Loading and the Port of Discharge. **Merchant:** includes the Shipper, Consignee, Holder of this Sea Waybill, the receiver of the Goods and any Person owning, entitled to or claiming the possession of the Goods or of this Sea Waybill or anyone acting in behalf of this Person.

Person: includes an individual, corporation, company or any other legal entity.

Place of Delivery: means the place at which the Carrier has contracted to deliver the Goods, when such place is other than the Port of Discharge.

Place of Receipt: means the place at which the Carrier has contracted to receive the Goods, when such place is other than the Port of Loading.

Port-to-Port carriage: means carriage between the Port of Loading and the Port of Discharge.

Subcontractor: includes but is not limited to operators of the Vessel(s) or other the Carrier, as well as stevedores, terminals and groupage operators, road and rail transport operators, warehousemen and any independent contractors employed by the Carrier performing the carriage, and any director or indirect servants, agents, servants and agents, whether in direct contractual privity or not.

Vessel: includes the vessel named herein or any substituted vessel, feeder vessel, lighter or other watercraft utilized by the Carrier for carriage by sea.

2. CONTRACTING PARTIES AND WARRANTY

The contract evidenced by this Sea Waybill is between the Carrier and the Shipper. The Shipper, who is the only party entering into the Carrier instructions in relation to this contract of carriage, undertakes to provide the Merchant and in particular the Consignee with a legible copy of all the Terms and Conditions contained in this Sea Waybill. Every Person defined as Merchant is jointly and severally liable towards the Carrier for all the various undertakings, responsibilities and liabilities of the Merchant under this Sea Waybill and to pay the Freight due under it without deduction or set-off. The Shipper warrants that in agreeing to the terms and conditions in this Sea Waybill, he is the owner of the Goods or does so with the authority of the owner of the Goods, or of the Person entitled to the possession of the Goods or of this Sea Waybill, or of the Merchant.

3. CARRIER'S TARIFF

The terms and conditions of the Carrier's applicable Tariff are incorporated into this Sea Waybill. Particular attention is drawn to the terms and conditions concerning additional charges including demurrage, per diem, storage expenses and legal fees. A copy of the applicable Tariff can be obtained from the Carrier or its agent upon request and the Merchant is deemed to know and accept such Tariff. In the case of any conflict or inconsistency between this Sea Waybill and the applicable Tariff, it is agreed that this Sea Waybill shall prevail.

4. SUBCONTRACTING AND INDEMNITY

4.1 The Carrier shall be entitled to subcontract on any terms whatsoever the whole or any part of the carriage, including liberty to further subcontract.

4.2 The Merchant understands that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any servant, agent, or Subcontractor 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 the Goods or the carriage of the Goods whether or not arising out of negligence on the part of such Person. If any such claim or allegation should nevertheless be made against the Carrier or any of its servants, agents or Subcontractors thereof, without prejudice to the foregoing, every such servant, agent and Subcontractor shall have the benefit of all terms and conditions of whatsoever nature contained herein or otherwise benefiting the Carrier under this Sea Waybill, as if such terms and conditions were expressly for their benefit. In entering into this contract, the Carrier, to the extent of such conditions, does so on its own behalf and also as agent and trustee for such servants, agents and Subcontractors.

4.3 The provisions of clause 4.2, including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons charging space on the Vessel.

4.4 The Merchant further understands that no claim or allegation in respect of the Goods shall be made against the carrier by any Person which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the carriage of the Goods whether or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

5. CARRIER'S RESPONSIBILITY

5.1 Port-to-Port carriage - If carriage under this Sea Waybill is Port-to-Port:

(a) the period of responsibility of the Carrier for any loss of or damage to the Goods shall commence only at the moment that the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel.

(b) This Sea Waybill shall be subject to the Hague Rules unless the governing law makes the Hague or the Hague-Visby Rules compulsorily applicable in which case the said Hague or Hague-Visby Rules will apply to this Sea Waybill only to the extent that they are not contrary to the provisions of clause 5.1 above.

(c) Notwithstanding the above, in case and to the extent that the governing law, or a contractual arrangement, or custom or practice, or any court or tribunal decision extends the Carrier's period of responsibility whether in contract, tort, bailment, property or otherwise, to include the period before loading or the period after discharge, including for misdelivery, then the Carrier shall have the benefit of every right, defence, immunity, limitation and liability provided for in the Hague Rules during such additional period of responsibility, notwithstanding that the loss, damage or misdelivery did not occur during the carriage by sea.

5.2 Combined Transport - The Carrier's liability for Port-to-Port shall be as follows:

5.2.1 Where the loss or damage occurred during the Port-to-Port section of the carriage, the liability of the Carrier is in accordance with clause 5.1 above.

5.2.2 Where the loss or damage occurred during the Inland Transport, the liability of the Carrier shall be determined:

(a) by the provisions contained in any international convention, national law or regulation applicable to the means of transport utilized, if such convention, national law or regulation would have been compulsorily applicable in the case were a separate contract had been made in respect to the particular stage of transport concerned, or

(b) where no international convention, national law or regulation would have been compulsorily applicable, by the contract of carriage issued by the Subcontractor carrier for that stage of transport, including any limitations and exceptions contained therein, which contract the Merchant and the Carrier adopt and incorporate by reference, it being agreed that the Carrier's rights, responsibilities shall be the same as if the Subcontractor carrier, but in no event whatsoever shall the Carrier's liability exceed GBP 100 sterling legal tender per package, or

(c) if any court shall determine that no international convention, national law or regulation would have been compulsorily applicable and that the Carrier may not determine its liability, if any, by reference to the applicable Subcontractor's contract of carriage or when the Subcontractor under has been compulsorily applicable, then it is contractually agreed as between the Merchant and the Carrier that the Carrier's liability shall be determined as if the loss or damage complained of occurred during the Port-to-Port section of carriage as provided in clause 5.1 above, but in no event whatsoever shall the Carrier's liability exceed GBP 100 sterling legal tender per package.

(d) If the place of loss or damage cannot be established by the Merchant, then the loss or damage shall be presumed to have occurred during the Port-to-Port section of carriage and the Carrier's liability shall be determined as provided in clause 5.1 above.

5.2.3 Any transport that the Carrier arranges for the Merchant which is not part of the carriage under this Sea Waybill is done under the Merchant's own responsibility, time, risk and expense and the Carrier acts as agent and trustee for the Merchant.

5.3 Delivery to Customs or Port Authorities - Where any law or regulation applicable at the Port of Discharge or Place of Delivery provides that delivery of the Goods to the Merchant shall or may be effected by the customs or port authorities at the Port of Discharge or Place of Delivery, notwithstanding anything to the contrary herein, delivery of the Goods by the Carrier to such customs or port authorities shall be deemed to be lawful delivery of the Goods by the Carrier to the Merchant and the Carrier shall not be liable for any loss of or damage to the Goods which occurs for any reason whatsoever after delivery of the Goods by the Carrier to the customs or port authorities.

5.4 Notwithstanding the application to this Sea Waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar convention or legislation, THIS SEA WAYBILL IS NOT A DOCUMENT OF TITLE TO THE GOODS.

6. U.S. TRADE CLAUSE

6.1 Notwithstanding the provisions of clause 5, for carriage to or from any port of the United States, its territories or possessions, or if such is brought in the United States, this Sea Waybill shall have effect subject to the provisions of the COGSA and to the provisions of the Pomerene Act regardless of whether said Act would apply of its own force. The provisions of the COGSA and the Pomerene Act are incorporated herein and save as otherwise provided herein shall apply throughout the entire time the Goods are in the Carrier's custody, including before loading and after discharge as long as the Goods remain in the custody of the Carrier or its Subcontractors, including cargo carried on deck. Nothing contained herein is to be deemed a surrender by the Carrier of its rights, immunities, exemptions or limitations or an increase of any of its responsibilities or liabilities under the COGSA. Except for clause 5, every other term, condition, limitation, defence and liability whatsoever contained in this Sea Waybill shall apply to carriage in the US Trade.

6.2 For limitation purposes under the COGSA, it is agreed that the meaning of the word "package" shall be any palletized and/or unitized assemblage of cartons which has been palletized and/or unitized for the convenience of the Merchant, regardless of whether said pallet or unit is disclosed on the front hereof.

7. COMPENSATION AND LIABILITY PROVISIONS

7.1 Subject always to the Carrier's right to limit its liability as provided for herein, if the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods, plus freight and insurance if paid. If there is no invoice value of the Goods or if any such invoice is not known then the COGSA applies to the extent that the Carrier or the Vessel shall be liable for such Goods at the place and time they are delivered or should have been delivered to the Merchant. The market value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the same kind and/or quality.

7.2 Save as is provided in clause 7.3:

7.2.1 (a) If and to the extent the Hague Rules or Hague-Visby Rules are compulsorily applicable to this Sea Waybill by virtue of clauses 5.1, 5.2.1 or 5.2.2 (c) or (d) or otherwise, the Carrier's liability for breaches of warranty occurring during the period of compulsory application shall be as if the Merchant had accepted the amounts provided in the Hague Rules or Hague-Visby Rules, whichever are compulsorily applicable.

(b) If and to the extent the Hague Rules apply only contractually pursuant to clause 5, the Carrier's maximum liability shall be an amount whatsoever exceeding GBP 100 sterling lawful currency per package or unit.

7.2.2 Where COGSA applies to the extent that the Carrier or the Vessel shall be liable in any event or become liable in an event whatsoever US\$500 per package or per customary freight unit.

7.3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods. Higher compensation than that provided for in this Sea Waybill may be claimed by the Carrier or the Vessel shall be liable for the Carrier, the value of the Goods declared by the Shipper upon delivery to the Carrier has been stated by the Carrier in the box marked Declared Value on the front of this Sea Waybill and ad valorem charges paid. In that case, the amount of the Declared Value shall be substituted for the limits provided in this Sea Waybill. Any partial loss or damage shall be adjusted pro rata on the basis of such Declared Value.

7.4 Nothing in this Sea Waybill shall operate to limit or deprive the Carrier of any statutory protection, defence, exemption or limitation of liability authorised by any applicable laws, statutes or regulations of any country to which would have been applicable in the absence of any of the terms set out in this Sea Waybill. The Carrier shall have the benefit of any such statutory protection, defence, exemption or limitation of liability under clause 7.5 where any claim is paid by the Carrier to the Merchant. The Carrier shall be automatically subrogated to all rights of the Merchant against any third party. The Merchant shall sign a subrogation receipt, release and indemnity immediately when required by the Carrier.

8. DELAY AND CONSEQUENTIAL DAMAGES

The scope of voyage herein contracted for may or may not include usual or customary or advertised ports of call whether named in this Sea Waybill contract or not and may include transport of the Goods to or from any facility used by the Carrier as part of the carriage, including but not limited to a warehouse. The Carrier does not promise or warrant to load, carry or discharge the Goods on or by any particular Vessel, date of time. Advertised sailings and arrivals are only estimated times, and such schedules may be advanced, delayed or cancelled without notice. In no event shall the Carrier be liable for consequential damages or for any delay in scheduling or in the loading or unloading of the Goods or in the transport of the Goods by air or otherwise. If the Carrier should nevertheless be held legally liable for such any direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall in no event exceed the Freight paid. There shall be no claim or cause of action for consequential loss or damage.

9. METHODS AND ROUTES OF CARRIAGE

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

(a) use any means of transport or storage whatsoever;

(b) transport the Goods as cargo or as cargo or otherwise including transshipping or carrying the Goods on a Vessel other than the Vessel named on the front hereof or by any other means of transport whatsoever, even though transshipment or forwarding of the Goods by such means may not have been contemplated or provided for in this Sea Waybill;

(c) sail without pilots, proceed via any route (whether or not the nearest or most direct or customary or advertised route) at any speed and proceed to, return to and stay at any port or place whatsoever (including the Port of Loading herein provided) one or more often, and in any order or in any of the route or in a contrary direction to or beyond the Port of Discharge or Place of Delivery;

(d) load and unload the Goods at any place or port (whether or not such port is named on the front hereof as the Port of Loading or Port of Discharge) and store the Goods at any such port or place, including but not limited to a warehouse;

(e) comply with any orders or recommendations given by any government or authority or any Person or body purporting to act as or on behalf of such government or authority or having under the terms of the insurance on any conveyance employed by the Carrier the right to give orders or directions.

9.2 There shall be no claim or cause of action for any loss or damage to the Goods whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), unloading repairs and/or drocking, towing or being towed, assisting other vessels, making trial trips and adjusting instruments. Anything done or not done in accordance with clause 9.1 or any delay arising therefrom shall be deemed to be within the contractual carriage and shall not be a deviation.

10. NOTICE OF CLAIMS, TIME BAR AND JURISDICTION

10.1 The Carrier shall not be liable for any loss or damage to the Goods or its agent at the Port of Discharge before or at the time of delivery. If the loss or damage is not reported before or at the time of delivery, notice must be given within three (3) days of delivery to the Merchant or its agent. Claims shall be submitted in writing and must be filed exclusively in the High Court of London and in English Law.

10.2 Time bar - In any event, the Carrier shall be discharged from all liability if its suit is not commenced within one (1) year after delivery of the Goods or the date that the Goods should have been delivered for claims related to loss or damage during the Port to Port carriage, and for claims related to loss or damage during Inland Transport (9) months or any other time limit provided for by any applicable international convention, national law, regulation or contract by virtue of clause 5.2.2 (a) or (b).

10.3 Jurisdiction - It is hereby specifically agreed that any suit by the Merchant, and save as additionally indicated herein, shall be filed exclusively in the High Court of London and in English Law shall exclusively apply, unless the carriage contracted for hereunder was to or from the United States of America, in which case suit shall be filed exclusively in the United States District Court, for the Southern District of New York and U.S. law shall exclusively apply. The Merchant agrees that it shall not institute suit in any other court and shall not attempt to do so.

10.4 The Merchant agrees to indemnify the Carrier against all claims, damages, costs and expenses incurred in removing a suit filed in another forum. The Merchant waives any objection to the personal jurisdiction over the Merchant of the above agreed forum. In the case of any dispute relating to Freight or other sums due from the Merchant to the Carrier, the Carrier shall have the right to apply for summary judgment, or to sue, or in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

11. MERCHANT-PACKED CONTAINERS

11.1 The Carrier shall not be liable for loss or damage to the Goods on behalf of the Carrier:

(a) if the Merchant shall inspect the Container for suitability for carriage of the Goods before packing use. The Merchant's use of the Container shall be prima facie evidence of its being sound and suitable for use.

(b) if the Carrier shall not be liable for loss or damage to the Goods arising from any loss or damage caused by (i) the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(c) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(d) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(e) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(f) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(g) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(h) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

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(j) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

(k) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

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(o) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

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(q) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

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(t) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

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(v) if the Merchant shall not be liable for loss or damage to the Goods arising from any loss or damage caused by the manner in which the Goods have been packed, stored, stuffed or secured in the Container, or (ii) the unsuitability of the Goods for carriage in the Container supplied or for carriage by Container between the Ports or Places specified herein, or

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