

COMPAGNIE MARITIME MARFRET

BILL OF LADING
FOR EITHER COMBINED TRANSPORT
OR PORT TO PORT SHIPMENT

SHIPPER/EXPORT AGRICOLA CERRO PRIETO SA RUC: 20461642706 CAL. DEAN VALDIVIA 111 INT. 601 SAN ISIDRO LIMA - PERU CTC: MARLENE GALLARDO AYLLON TLF:51 1 6193900 EMAIL: MGALLARDO@ACPAGRO.COM		DOCUMENT NO. BK23132832
CONSIGNEE JOSE LUIS MONTOSA S.L. Finca El Molino s/n 29792 Valle-Niza (Velez- Malaga) Malaga (España) EORI: ES-B29663911 CTC: Erica Diaz Zayas PHONE: + 34952513533		EXPORT REFERENCES BL23131302 SC2010980
NOTIFY PARTY COMERCIO EXTERIOR SOUTO S.L. ZAL Bahía de Algeciras, Ed. El Fresno, Of. A-604 11370 Los Barrios Cádiz España EORI: ES-72001274 CTC: Meritzel souto PHONE: + 34956688379		FORWARDING AGENT - REFERENCES
PIER/TERMINAL TPE TERMINAL PORTUARIO		POINT AND COUNTRY OF ORIGIN PERU
VESSEL VOY NEOKASTRO 2305132FN		DOMESTIC ROUTING/EXPORT INSTRUCTIONS THESE COMMODITIES, TECHNOLOGY OR SOFTWARE WERE EXPORTED FROM THE UNITED STATES IN ACORDANCE WITH THE EXPORT ADMINISTRATION REGULATIONS. DIVERSION CONTRARY TO U.S. LAW IS PROHIBITED SEA WAYBILL NON CONTRACTUAL NOT NEGOTIABLE DOCUMENT
PORT OF DISCHARGE Algeciras		
PLACE OF RECEIPT*	PLACE OF DELIVERY	

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
45R1 TLLU1078930 SEAL: 003PL029920 SEAL: 004VA038455 Set Point: 6.0C	2400	1 X 40' High Cube Reefer Container(s) S.T.C.: BOX 2400 BOXES WITH FRESH AVOCADOS 2400 CAJAS DE PALTAS FRESCAS P.A. 0804.40.00.00 TR: 5034114326 / VB5H02EF / VB5H0327 TEMPERATURE: 6C CO2 6% // O2 4% VENTILATION: CLOSED HUMIDITY: OFF FDA Register: 19265592090 FREIGHT COLLECT	CARGO: 26,010.000kg TARE: 4,460.000kg GROSS: 30,470.000kg 67,174.771lbs	

SHIPPER'S DECLARED VALUE

*APPLICABLE ONLY WHEN USED FOR COMBINED/THROUGH TRANSPORT.

Received by **Marfret** for shipment by ocean vessel, between Port of Loading and Port of Discharge, and for arrangement or procurement of pre-carriage from Place of Receipt and/or on carriage to Place of Delivery as indicated above, the Goods as specified above in apparent good order and condition unless otherwise stated. It is further agreed that the Goods stowed in Containers may be carried on deck or under deck without notice.
The receipt, custody, carriage, delivery and transshipping of the goods or containers or other packages are subject to the terms appearing on the face and back hereof in addition to Carrier's applicable tariff.
In witness whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished, the others to be void.
All actions against Carrier under the contract of Carriage evidenced by this Bill of Lading shall be brought before the "Tribunal de Commerce de MARSEILLE" and no other Court shall have jurisdiction with regards to such action.

FOR THE CARRIER

By _____

Dated at Paita

07/19/2023

B/L No. MFUSBL23131302 Month Day Year

OCEAN FREIGHT CHARGED ON	PREPAID	COLLECT
USD ICS fees		25.00
USD SEA FREIGHT		4,800.00
EUR THC Port of Discharge		345.00
USD THC Port of Loading		100.00
TOTAL CHARGES	EUR USD	345.00 4,925.00

CONDITIONS OF CARRIAGE

Art 1 - Definition

- Carrier** - means the party named on the face of this document and on whose behalf this Bill of Lading has been signed. In the case of Combined Transport - means the carrier.
- Merchant** - includes the Shipper, Receiver Consignor, Consignee of the Goods, any person owning or entitled to the possession of the Goods of this Bill of Lading, the holder of any document (including this document) evidencing the contract of carriage and any person acting on behalf of any of the aforementioned.
- Goods** - means the cargo received from the Shipper and includes any Container not supplied by or on behalf of the Carrier as well as the contents of such Container - includes any container trailer, transportable tank, flat or pallet or any similar article of transport used to consolidate goods.
- Port** - means the whole of the operations and services undertaken by the Carrier in the respect of the Goods.
- Discharge** - arises from the Bill of Lading and the Place of Delivery are indicated on the face hereof.
- Carriage to Port Shipment** - arises when the Carriage called for by the Bill of Lading is not Combined Transport.
- Freight** - includes all charges payable to the Carrier in accordance with the applicable Tariff.
- Package** - includes any unit of transport and any unit of transport which may be made or employed in the performance of this contract
- Unit of transport** - per individual Package if the goods are packed, per Block Unit if the goods are not packed.

Art 2 - Warranty

The Merchant warrants that in the agreeing to the terms hereof he is, or has the authority of, the person owning or entitled to the possession of the Goods and this Bill of Lading.

Art 3 - Subcontracting and Indemnity

The Carrier shall be entitled to sub-contract the carriage on any terms whatsoever. It is hereby expressly agreed that no servant or agent of the carrier (including the sub-contractor) shall be entitled to the benefit of any circumstances whatsoever under any liability whatsoever to the shipper, consignee or owner of the goods or to any holder of this Bill of Lading for any loss, damage or delay of whatever kind arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment and, without prejudice to the generality of the foregoing provisions, the Carrier shall be liable for any loss, damage or delay of whatever kind arising or resulting directly or indirectly from any act, neglect or default on the part of any servant or agent of the carrier (including the sub-contractor) who is acting as aforesaid and all such persons shall to this extent be or deemed to be parties to the contract in or evidenced by this Bill of Lading.

Art 4 - Paramount Clause

This agreement is governed either by the French law of the 18/06/1936 and relevant edicts, or the International Convention for the Unification of Certain Rules relating to Bills of Lading of August 25th 1924, as amended by the protocol signed at Brussels on 23rd February 1968, but only to the extent and on the occasion that such rules are mandatory and in the absence of express terms and stipulations which would be deemed null and void only if, and to the extent that, they should be prohibited in whole or in part by the applicable law.

None of the rights, limitation and exemption and liability enjoyed pursuant to the above law, edicts, convention and rules are waived by the Owner.

The Carrier shall be liable for any loss, damage or delay of whatever kind arising or resulting directly or indirectly from any act, neglect or default on the part of any servant or agent of the carrier (including the sub-contractor) who is acting as aforesaid and all such persons shall to this extent be or deemed to be parties to the contract in or evidenced by this Bill of Lading.

Art 5 - Carrier's Responsibility, Modalities and Limitations of Indemnity - Port to Port Shipment

Period of liability - The carrier is deemed to take possession of the goods on loading on the vessel and to deliver same on discharge from the vessel and the carrier shall not be liable for loss or damage to the goods during the period before loading or after discharge from the vessel where such loss or damage arises.

(a) Loading shall be deemed to have commenced when the goods are connected with the tackle aboard the vessel, and discharge shall be deemed to have commenced when the goods are disconnected from the tackle on the vessel.

(b) For the operation of handling, storage, loading or unloading carried out before loading or after discharge from the vessel, the stevedore and/or ship agent are deemed to act on behalf of the merchant even if they were chosen by the carrier, in particular, when these operations are performed by a public or semi-public authority or under the control of a national law.

Modalities and Limitations of Indemnity:

- In case of damage or loss sustained by the cargo, the value retained to compensate B/L holder or endorsee thereunder shall be the intrinsic value of the cargo at the time of loading on the vessel or the value of the cargo at the time of discharge from the vessel, whichever is the lower.
- Furthermore and notwithstanding any exemptions or limitations hereunder and whether printed, hand-written, typed or stamped, under no circumstances shall the carrier's liability with respect to any goods the value of which was not shown on the B/L and explicitly agreed by the carrier and the freight paid ad valorem exceed, in any case, the value of the goods as shown on the B/L.
- The liability of any of the Carrier for loss and/or damage to the Goods occurring from loading onto any sea-going vessel up to discharge from that vessel or from another sea going vessel into which the Goods shall have been transhipped shall be determined in accordance with the Hague Rules contained in the International Convention for the Unification of Certain Rules relating to Bills of Lading dated 25th August 1924 provided that this Bill of Lading is issued in a State where the said Hague Rules are in force and in accordance with the French law. All the terms of the Bill of Lading shall apply to such carriage, save that if any term in this Bill of Lading is repugnant to the Hague Rules it shall be void to that extent but not further notwithstanding the above, the Carrier's liability if any shall be limited to the amount of the Freight actually paid in respect of the Goods.
- In this case and when the said Hague Rules are not in force the liability of the carrier shall in no event exceed US\$ 500 per package and Unit as defined in art 1.

Art 6 - Carrier's Responsibility, Modalities and Limitations of Indemnity - Combined Shipment

Period of liability - The carrier is deemed to take possession of the goods on loading on the vessel and to deliver same on discharge from the vessel and the carrier shall not be liable for loss or damage to the goods during the period before loading or after discharge from the vessel where such loss or damage arises.

(a) Loading shall be deemed to have commenced when the goods are connected with the tackle aboard the vessel, and discharge shall be deemed to have commenced when the goods are disconnected from the tackle on the vessel.

(b) For the operation of handling, storage, loading or unloading carried out before loading or after discharge from the vessel, the stevedore and/or ship agent are deemed to act on behalf of the merchant even if they were chosen by the carrier, in particular, when these operations are performed by a public or semi-public authority or under the control of a national law.

Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(i) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(ii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(iii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(iv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(v) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(vi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(vii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(viii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(ix) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(x) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xiii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xiv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xvi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xvii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xviii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xix) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xx) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxiii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxiv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxvi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxvii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxviii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxix) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxx) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxiii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxiv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxvi) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxvii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxviii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xxxix) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xl) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xli) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xlii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xliii) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

(xliv) Where the stage of carriage where loss or damage occurred is not known, the Carrier shall be liable for loss or damage occurring during carriage to the extent that the carrier is responsible for the loss or damage.

4. Attention is drawn to the Carrier's applicable conditions for Container and vehicle demurrage which may be obtained from the Carrier or his Agents.

5. All unpaid freight and charges shall be paid without any set-off, counter-claim or stay of execution before delivery of the goods.

6. The Carrier shall be liable for any loss, damage or delay of whatever kind arising or resulting directly or indirectly from any act, neglect or default on the part of any servant or agent of the carrier (including the sub-contractor) who is acting as aforesaid and all such persons shall to this extent be or deemed to be parties to the contract in or evidenced by this Bill of Lading.

Notwithstanding any provisions to the contrary, any unpaid freight and other transport costs remain due even after expiry of ONE YEAR after completion of the voyage.

Any and all dock, tonnage, toll dues, landing charges, stamp duties and other taxes levied by the customs or other national or private authorities shall be borne by the cargo and prepaid by the receiver before the goods are delivered. In the case where the exact amount is unknown the Carrier shall collect one provision. The Master and Carrier shall severally indemnify the receiver for any consequential damages arising out of the enforcement of administrative or customs regulations which may be incurred by the Master, Carrier and his Agents for any reason whatsoever.

On any sum owing and payable by the receiver to the carrier for the shipper's account against delivery of the goods, the carrier shall be entitled to a collection fee and shall not be liable for the carrier's expenses, risks and loss.

The amount so claimed shall not be taken into account unless mentioned in unambiguous and specific manner on the Bill of Lading by the shippers.

Said refunds shall be paid to the shippers only after collection from the receivers. The Owner or his Agents do not accept any liability if the receiver should refuse to pay or should remit a discharge without any liability attaching to the Carrier.

Goods handed over by the shippers to the carrier shall only be returned against payment of the freight in full of an indemnity for the loss sustained in taking over the said goods.

Art 15-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 whatsoever due and for the cost of recovering the same and for the purpose shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant.

If on sale of the Goods the proceeds fail to cover the amount due, the cost incurred as well as the demurrages of Containers, the Carrier shall be entitled to recover the balance from the Merchant.

The Master and Carrier shall have a lien on all the goods even after expiry of fifteen days for the payment of all expenditure, freight, dead-freight, or additional freight whether prepayable or payable at destination, incurred in connection with this, or with previous voyages, even on other vessels, providing such amounts should be due by the shipper or receiver of the goods to the Owner.

Art 16 - Deck Cargo and Livestock

Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

Stowage and carriage on deck shall be deemed approved by the shipper.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper to stow and carry cargo on deck and without giving notice to the B/L holder, they are contractually dispersed from giving a notice.

The Goods and Carriage specifically authorized by the Shipper

