

SHIPPER (COMPLETE NAME AND ADDRESS) AGRICOLA CERRO PRIETO SA RUC: 20461642706 CAL. DEAN VALDIVIA 111 INT. 601 SAN ISIDRO LIMA- PERU CTC: MARLENE GALLARDO AYLLON TELEFONO/E-MAIL: 51 1 6193900 MGALLARDO@ACFAGRO.COM		BOOKING NO. PER003717	BILL OF LADING NO. GWFCPER003717	
CONSIGNEE (COMPLETE NAME AND ADDRESS) NATURE'S PRIDE BV HONDERDLAND 611 2676 LV MAASDIJK - NETHERLANDS EORI: NL 814673430 VAT: NL814673430B01 CTC: JOWI ZEEMAN PHONE: +31 174 532022 FAX: +31 174 525900 EMAIL: AVOCADO@NATURESPRIDE.NL ; SEAFREIGHT@NATURESPRIDE.NL ; LAM@NATURESPRIDE.NL		FORWARDER / SHIPPER REFERENCE NO. CV# PENL2526012		
		FORWARDER		
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) NATURE'S PRIDE BV HONDERDLAND 611 2676 LV MAASDIJK - NETHERLANDS CTC: BRYAN ALKEMADE PHONE: +31 174 219155 FAX: +31 174 525900 EORI: NL 814673430 EMAIL: AVOCADO@NATURESPRIDE.NL ; SEAFREIGHT@NATURESPRIDE.N ; LAM@NATURESPRIDE.NL		POINT AND COUNTRY OF ORIGIN PEPAI		
INITIAL CARRIAGE BY (MODE)		PLACE OF RECEIPT*	SERVICE CONTRACT NUMBER	
VESSEL / VOYAGE HALSTED/520/S		PORT OF LOADING PAITA (PORT), PE	LOADING PIER/TERMINAL	
PORT OF DISCHARGE VLISSINGEN (PORT), NL		PLACE OF DELIVERY*	TYPE OF MOVE (IF MIXED USE DESCRIPTION OF GOODS BLOCK) CY / CY	
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE		
MARKS / CONTAINER NOS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASURE
TEMU9611496 SEAL: 003PL037766 SEAL: CSP7882069M SEAL: GWF9567327D SEAL: CBP2578327B SEAL: PAI0356988	1	40' HIGH CUBE REEFER CONTAINER SAID TO CONTAIN 2400 BOX FRESH AVOCADOS VARIETY HASS 2400 CAJAS DE PALTAS FRESCAS VARIEDAD HASS SE EMBARCAN 20 PALLETES CHEP B1210A P.A. 0804.40.00.00 TR: 7216910--/ U1017597 / 7957724-- TEMPERATURE: 5.5°C CO2:6%-O2:4% VENTILATION: CLOSED HUMIDITY: OFF GGN 4050373748586 FDA REGISTER: 19265592090 FREIGHT COLLECT TOTAL NUMBER OF BOX : 2400 TOTAL CARGO WEIGHT : 26140.000 KGS / 57628.244 LBS	26140.000 KGS 57628.244 LBS	
DECLARED VALUE \$		(SEE CLAUSE 19 ON THE REVERSE SIDE OF THIS BILL OF LADING).	TEMPERATURE SET POINT	
FREIGHT		RECEIVED from the Merchant, in apparent good order and condition (unless otherwise noted), the number of packages or customary freight units set forth under the Carrier's Receipt above, to be transported hereunder to the Place of Delivery named herein (or, if not so named, to the Port of Discharge named herein) to the Consignee, holder of this Bill of Lading, or on-carrier. Such transport is subject to the terms and conditions on both sides of this Bill of Lading and to the terms and conditions of all the other documents issued by the Carrier in connection with such transport (including, if applicable, the Carrier's tariff), and the Merchant in accepting this Bill of Lading agrees to be bound by all such terms and conditions. The Shipper's Memorandum is not a term of this Bill of Lading but contains particulars furnished by the shipper solely for its use (including the description, weight and measurement of the goods said by the Shipper to be contained in the shipment), and the Carrier has no knowledge of and makes no representation as to the accuracy of any particulars in The Shipper's Memorandum To the extent that the definition of "package" on the front of this Bill of Lading contradicts or conflicts with the definition of "package" on the back of the Bill of Lading (i.e., terms and conditions), the latter shall supersede and prevail over the former.		
COLLECT FEE COC	120.00 C	IN WITNESS WHEREOF, the Carrier has signed <u>0/ZERO</u> originals Bills of Lading, all of the tenor and date, and if one is accomplished the others shall be void. DATED _____ SIGNATURE : _____ On Behalf of Carrier Great White Fleet Corp. Directly, or Through the Following Agent. NAME OF AGENT (IF ANY): _____		
OCEAN FREIGHT OFR	5801.00 C			
TERMINAL HANDLIN THD	235.00 C			
TERMINAL HANDLIN THL	174.00 C			
ISPS - DESTINATI ISD	18.00 C			
DELIVERY ORDER E DOE	61.00 C			
EMISSION TRADING ETS	191.00 C			
TOTAL COLLECT USD	6600.00			
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PORT OF DISCHARGE		PLACE OF DELIVERY*	TYPE OF MOVE (IF MIXED USE DESCRIPTION OF GOODS BLOCK)	
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE		
MARKS / CONTAINER NOS	NO.OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASURE
		CONTAINER NO / EQPTYPE/ SET / VENT. / HUMIDITY / DRAINS / O2 / CO2 TEMU9611496 / 40HR / 5.5 C / / / / 4 / 6 CARRIAGE TERM: LINER TRANSPORT TERM: CY / CY		
SHIPPER LOAD, STOW AND COUNT "CARRIER SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE OR DELAY HOWSOEVER ARISING OR RESULTING FROM ANY ACTS, INCLUDING BUT NOT LIMITED TO HIJACKINGS, OF THIEVES, PIRATES, OR ASSAULTING OR RESULTING FROM ANY ANY "STAGE OF TRANSPORTATION. MERCHANTS ATTENTION IS ALSO DRAWN TO THE TERMS AND CONDITIONS OF THIS BILL OF LADING IN RESPECT TO LIMITATIONS OF LIABILITY. ADDITIONALLY, THE PARTIES AGREE THAT IN NO EVENT WILL THE VESSELS BE JOINTLY LIABLE." SHIPPED ON BOARD FREIGHT COLLECT				
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MARKS / CONTAINER NOS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASURE
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GWF B/L TERMS AND CONDITIONS:

IN ACCEPTING THIS BILL OF LADING, The Merchant and the owners of the goods (herein collectively the "Merchant") agree, as if signed by them, to be bound by all stipulations, exceptions, and conditions stated herein whether written, printed, stamped or incorporated on the face and back hereof, which shall govern the relations that may be between the Merchant and Carrier, its agents, contractors, employees, master and Vessel.

1. VESSEL: ON BOARD. (a)VESSEL, the naming of a vessel in a Bill of Lading shall be for convenience only. The vessel named may not be a vessel which actually transports the Shipment covered by this Bill of Lading (b) **ON BOARD BILLS OF LADING,** a Bill of Lading may be endorsed with the phrase "On Board," which means on board any mode of transport to ship the goods.

2. DEFINITIONS. (a) **CARRIER** means Great White Fleet Corp., the Vessel, and the Vessel's owner, operator and master; (b) **MERCHANT** means the Shipper, Consignee, Receiver, any holder of this Bill of Lading, the owner of the Shipment, and anyone entitled to possession of the Shipment; (c) **NOTIFY PARTY** means the person to whom the Carrier may give notice of the Shipment's arrival, but the Carrier shall not be liable for failure to give such party notice; (d) **VESSEL** means the vessel named on the other side of this Bill of Lading and/or any substitute wharf/arrival on which the Shipment is carried during Ocean Carriage; (e) **SHIPMENT** means the entirety of the packages, cargo and goods described on the other side of this Bill of Lading (or any attachment hereto) and received by the Carrier for transport under this Bill of Lading (including the Containers unless provided by the Carrier); (f) **CONTAINER** means any dry refrigerated or Tank container or trailer used to stow or consolidate goods; (g) **INLAND CARRIER** means any inland truck, bargeman, drayman, railroad, hauler, and/or any other person employed to transport the Shipment between the Vessel and an Interior Point; (h) **INTERIOR POINT** means any place of receipt and/or delivery of the Shipment other than the port at which the Ocean Carriage of the Shipment begins or ends; (i) **INTERMODAL TRANSPORT** means transport in which the Carrier is required to use a Bill of Lading to pick up and/or deliver a Shipment at an Interior Point; (j) **OCEAN CARRIAGE** means the transport, or portion of the transport, of the Shipment commencing at the point at which the Carrier receives the Shipment from the Merchant or the Inland Carrier at the Vessel's port of loading until the delivery of the Shipment to the Merchant or the Inland Carrier at the Vessel's port of discharge; (k) The term "apparent good order and condition" when used in this Bill of Lading with reference to iron, steel or metal products does not mean that the goods, when received by the Carrier, were free of visible rust or moisture; with reference to lumber, timber or other wood products does not mean that the goods, when received by the Carrier, were free from visible stains, discoloration, moisture, shakes, holes, warps, chafing, breakage or splitting; with reference to vehicles which includes automobiles, trucks, rolling stocks, tractors and machinery means that the vehicles have no outstanding recalls but does not mean that the goods, when received by the Carrier, were free from scratches, dents, nicks, bends, holes, or cuts; with reference to cotton or cotton products does not mean that, when received by the Carrier, the covering was sufficient, uniform, or in sound condition, or that there was no damage resulting from the condition of the covering. If the Merchant so requests, a substitute Bill of Lading will be issued omitting the above definition and setting forth any notations which may appear on the mate's or tally clerk's receipts or similar document.

3. CARRIER'S TARIFF. If any service contract or Carrier's tariff is/are applicable hereat, all terms of the service contract and/or the Carrier's tariff are incorporated herein and the Carrier is entitled to all rights, benefits and immunities under and all limitations and/or exemptions from liability contained in said service contract or Carrier's tariff. If any term(s) of any service contract or Carrier's tariff are inconsistent with this Bill of Lading, the Bill of Lading shall prevail.

4. CLAUSE PARAMOUNT. (a)(i) During Ocean Carriage, this Bill of Lading and the Carrier's liability and obligations while acting in any capacity whatsoever, including but not limited to a Carrier, bailee, agent or supplier of a Container, shall be governed by the United States Carriage of Goods by Sea Act, 1924 (COGSA); (ii) If it is adjudged that any other legislation similar to the International Brussels Convention of 1924 as amended (the Hague Rules) compulsorily applies to the Shipment during Ocean Carriage, this Bill of Lading shall have effect subject to the provisions of such legislation, which shall be deemed to be incorporated herein to the extent compulsorily required; (b) Where the Carrier has provided a bill of lading pursuant to COGSA, the Carrier's liability shall be governed by COGSA, as amended by this Bill of Lading except with respect to road and rail transit between countries in Europe, where the Carrier's liability will be determined according to the Convention on the International Carriage of Goods by Road (CMR), dated May 19, 1956, and during rail carriage between countries in Europe according to the International Agreement on Railway Transports (CIM) dated February 25, 1961.

5. DESCRIPTION, NATURE AND OWNERSHIP OF SHIPMENT. (a) The description and particulars of the Shipment have been furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars, including but not limited to the weight, quantity, measurement, contents, marks, numbers, seal numbers and value, are correct and that the Shipment is fit for the transport in all respects and can be safely carried without injury to people, itself and/or other property; (b) If the Shipment is described as "said to contain" or "Shipper's load, stow and count", the Merchant acknowledges that the Carrier makes no representation as to the accuracy of the description, that the Carrier may not be liable to the Merchant for loss of or damage to the Shipment, and that the Merchant hereby releases the Carrier from and holds the Merchant harmless for and against all liability of the Carrier or her owners to the Merchant or her owners to the extent of the description; (c) The Merchant warrants that it is the owner and entitled to possession of the Shipment described herein, or that the Merchant has the authority of the owner and all who are entitled to possession of the Shipment to agree to the terms of this Bill of Lading; (d) The Merchant warrants that the Shipment can be safely transported in a non-refrigerated container or in a cargo compartment without special protective or climatic control services unless the Merchant has given the Carrier prior notice of the Merchant's requirement(s) and has set forth on the other side of this Bill of Lading special instructions as to temperature, ventilation, stowage and the like; (e) The Merchant hereby warrants that (i) the Shipment is not liable to become dangerous, flammable, corrosive, noxious, explosive, radioactive, damaging to property or persons, or otherwise hazardous or (ii) if the Shipment is of such nature, the Merchant has fully disclosed the nature of the Shipment, has received the prior written consent of the Carrier to the Merchant's delivering of the Shipment to the Carrier and the Shipments, and the Carrier and any other covering, and the markings thereon shall comply fully with all applicable law; (f) If the Merchant breaches any of the warranties set forth in this clause, the Carrier shall, in addition to all other rights it may have by or contract, be at liberty to take any act, including but not limited to rejecting, jettisoning and/or discharging the Shipment and/or rendering it innocuous and/or delivering it to the Merchant at a place other than stated on the other side of the Bill of Lading, without liability on the part of the Carrier or compensation to the Merchant, and the Merchant shall indemnify the Carrier for all attorneys' fees, costs, liabilities, losses and damages, including but not limited to indirect and/or consequential damages, and/or any overhead costs incurred by the Carrier, in connection with such Shipment.

6. STOWAGE IN CONTAINERS BY CARRIER. If the Merchant delivers a Shipment to the Carrier not enclosed or stowed in a Container, the Carrier may stow the Shipment into a Container, but if so stowed by the Carrier, the Carrier may deliver the Shipment unstowed from the Container unless otherwise agreed and noted on the other side of this Bill of Lading.

7. STOWAGE IN CONTAINER BY MERCHANT. If the Merchant delivers the Shipment to the Carrier in a Container, the Carrier has no duty to inspect or secure the Shipment within the Container and the Carrier shall not be liable for loss of or damage to the Shipment occurring after loading, overloading, stowage or secure the Shipment in the Container. The Merchant or the Merchant's agent shall properly seal Containers loaded by them. The Merchant, or its agents, shall carefully inspect and clean Containers before packing them to insure they are suitable for its goods. Acceptance and packing of the Containers shall be prima facie evidence that the Containers were sound, clean and suitable for use and shall relieve Carrier of responsibility for any damage to goods carried resulting from the condition of the Container used. By delivering the Container to the Carrier, the Merchant warrants that the Shipment is in good order and condition, fit for transport, of even weight distribution, and otherwise properly packaged, stowed and secured in the Container, and that the Carrier is sound and seaworthy. Notwithstanding the foregoing, the Carrier at any time may, but is under no obligation to, inspect the Shipment and, if in the Carrier's sole opinion, the Shipment is improperly packaged, stowed or secured in any respect, the Carrier may reject or discharge the Shipment or any part thereof at the point of inspection and carry the remainder to destination; require the Merchant to resecure and/or restow the Shipment; and/or undertake to correct any obvious deficiency in the securing or stowing. In undertaking and/or supervising any of the foregoing acts, the Carrier shall be acting as agent for the Merchant. All risk, loss, cost, expense and liability in connection therewith shall be solely the Merchant's, and the Carrier shall not be responsible for the condition and/or accuracy in the case of the Shipment.

8. PERISHABLE SHIPMENTS. Containers with refrigeration or insulation shall not be furnished unless contracted for on the front of this Bill of Lading. (a) If a perishable Shipment requiring special temperature or climatic conditions is delivered to the Carrier not enclosed or stowed in a refrigerated Container, the sole responsibility of the Carrier shall be to stow the Shipment in the condition in which the Merchant has presented it to the Carrier, and to transport it to the destination in the Container in which the Merchant has presented it to the Carrier on the other side of this Bill of Lading; (b) If a perishable Shipment in a Merchant or Carrier supplied refrigerated Container is delivered to the Carrier by the Merchant at the commencement of transport hereunder, whether at an Interior Point or the port of loading, the Merchant warrants that the Shipment has the temperature listed on the other side of this Bill of Lading and that the Shipment has been properly stowed and the thermosatic controls and vents properly set. THE MERCHANT HAS SOLE RESPONSIBILITY FOR THE OPERATION AND MAINTENANCE OF THE TEMPERATURE CONTROL EQUIPMENT AND VENTS BEFORE THE CONTAINER IS DELIVERED TO THE CARRIER AND AFTER IT IS DELIVERED BY THE CARRIER AFTER COMPLETION OF TRANSPORT. The Carrier shall have no liability for spoilage or other damage to the Shipment if the temperature is maintained to within plus or minus two degrees Fahrenheit of the Merchant's instructions stated on the other side of this Bill of Lading and, in no event shall the Carrier be required to maintain a temperature of less than minus 20 degrees Fahrenheit; (c) When the Merchant supplies the Container into which a Shipment is packed; (d) The Merchant warrants that the Container is in good working order; (e) The Carrier shall have no liability or obligation except to monitor the Container's thermosatic controls in accordance with the Merchant's instructions set forth on the other side of this Bill of Lading and to advise the Merchant of any malfunction or irregularity; (ii) The Carrier shall be under no obligation to inspect or repair the Container but shall have the liberty to undertake repairs, all at the risk and expense of the Merchant; and (iv) under no circumstance shall the Carrier be responsible for the loss of or damage to the Shipment arising out of a defect, malfunction and/or irregularity of the Container unless same arises out of causes for which the Carrier would otherwise be liable under this Bill of Lading. (f) When the Carrier supplies the Container, the Carrier warrants that the Shipment is then packed only in refrigerated Containers to the Merchant at any special temperature; (g) The Carrier shall not be liable for loss of or damage to the Shipment arising from latent defects, breakdown, defrosting, stopping of the refrigeration or other machinery, insulation and/or other apparatus of the Container and any other facilities provided the Carrier exercised due diligence before releasing the empty Container to the Merchant. The Carrier shall have no liability or obligation for USDA cold treatment or other governmental program or protocol unless noted on the front hereof and additional Freight is paid. (e) The Merchant acknowledges and agrees that refrigerated containers are not designed to cool or freeze goods which have been loaded into the Container at a temperature that is higher than their carrying temperature nor to monitor or control humidity levels and the Carrier is not responsible for damages sustained to the Shipment due to humidity or if it is loaded at a temperature higher than its carrying temperature.

9. CONTAINERS SUPPLIED BY MERCHANT. (a) The Carrier allows a period of free time for the use of the Containers and other equipment it supplies to the Merchant pursuant to its Tariff and/or as advised by local agents. The Merchant has the responsibility to return the Container and other equipment to a place nominated by the Carrier prior to the end of the free time. Demurrage, per diem and detention charges will be levied and become immediately due and payable by the Merchant thereafter in accordance with the Tariff. (b) The Merchant shall deliver the Container and other equipment to the Carrier in like good order and condition, empty, clean and odor free. Merchant shall be liable to indemnify Carrier for any and all costs and expenses incurred in replacing Containers and/or other equipment not returned in the condition described above.

10. MERCHANT'S OBLIGATION TO TAKE DELIVERY. The Merchant warrants that it shall take delivery and custody of and receive the Shipment at destination within the free time period specified in the Carrier's Tariff or, if no period is specified or applicable, within five (5) days of the Carrier's notice of delivery of the Shipment at destination, after which; (a) all of the Carrier's duties and/or liabilities for or in connection with the Shipment shall cease; (b) All risks, loss, damage, cost, expense and liability in connection with the Shipment shall be the Merchant's; and (c) the Carrier may unload a Carrier supplied Container and/or exercise any of the Carrier's rights stated in clause 14 of this Bill of Lading.

11. STOWAGE ON DECK. A Shipment stowed in a Container by either the Merchant or the Carrier may be carried on deck but shall be deemed stowed under deck for all purposes, including general average. When a Shipment stowed in a Container is carried on deck, the Carrier shall not be required to give notice to the Merchant or specially note, mark or stamp a statement of such stowage on the other side of this Bill of Lading, any custom to the contrary notwithstanding. The Carrier is entitled to the benefits of COGSA, the Hague Rules, or legislation similar thereto as provided for in clause 4 of this Bill of Lading for any shipment stowed in a Container on deck. A Shipment carried on deck but not in a Container and noted to be carried on deck shall be carried at the sole risk of the Merchant without any warranty or liability on the part of the Carrier in connection with the carriage of such Shipment.

12. FREIGHT AND CHARGES: LIEN. The Merchant shall supply the necessary information on which to calculate the freight and/or other charges, but the Carrier may, at its option and at any time, open the Container and examine, weigh, measure and/or value all or any part of the Shipment. If the Carrier determines that the Merchant's description of the Shipment is erroneous in any aspect, the Carrier may recalculate the total freight and charges, and if additional freight is payable, the Shipment, Merchant and their principals shall be jointly and severally liable and/or indemnify the Carrier for additional freight as well as all costs, liabilities, penalties, fines and expenses incurred in examining, weighing, measuring and valuing the Shipment and collecting the additional freight, charges and expenses. The Shipment, Merchant and their principals shall be jointly and severally liable for all expenses, fines, dues, tax, import, loss, damage and/or detention sustained and/or incurred by and/or levied on the Carrier and/or the Vessel in connection with the Shipment caused by the Merchant and/or the Merchant's agents, or as a result of any government and/or persons acting under color of authority, and such charges shall constitute additional freight subject to all the terms and conditions of this Bill of Lading. All freight, additional freight and charges due hereunder are earned and payable in full without discount, offset or deduction upon delivery of the Shipment to the Carrier, Vessel and/or Shipment lost or not, damaged or delayed, and whether or not the transport is broken up or abandoned. The Carrier shall have a lien on the Shipment and all sub freights for all freight, dead freight, demurrage, additional freight, charges and all other amounts due hereunder and the Carrier may enforce this lien by public or private sale upon reasonable notice to any party identified in the Bill of Lading. This lien shall survive delivery of the Shipment and payment for the sums constituting the lien may be enforced jointly and severally against the Shipment, the Merchant and their principals and against any other party to the Shipment or the Merchant's agents or assignees. A freight forwarder employed or contracted by the Merchant shall be deemed an agent of the Merchant and not the Carrier and any payment to a freight forwarder shall not extinguish the Merchant's obligation until the funds are actually received by the Carrier. The Merchant and their principals, shall be jointly and severally liable to the Carrier for the payment of all freight, demurrage, general average and other charges due hereunder, without discount, together with any court costs, expenses and reasonable attorney fees incurred in collecting any sums due Carrier.

13. SCOPE OF TRANSPORT: ROUTES: DELAY. The Carrier shall have full liberty, within its sole discretion, to undertake the transport under this Bill of Lading by any route, whether or not it is the most direct route, and may proceed, return to, stay at and/or omit any ports whether included in the Carrier's advertised route, which or in any usual or customary geographical route and/or in a direction contrary to and beyond the port of destination for bunkering loading and/or discharging of goods and/or passengers/maintenance of Vessel and/or crew/repairs/dry dock and/or for any other purpose of the Carrier and may retain the Shipment on board for an additional round trip voyage. The Carrier may undertake the transport by any vessel and/or other means of transport, employ feeder vessels, connect, reconsign, transship, lighter, discharge and/or store the Shipment enroute and/or forward the Shipment by any alternate conveyance. The Vessel may sail with or without pilots towed and be towed directly to save life, vessels and/or other property in distress and the Merchant agrees that Carrier's exercise of any of its rights shall not constitute an unreasonable deviation. The responsibility of the Carrier shall be limited to that part of the transport performed by Vessels under the Carrier's management and the Carrier shall not be liable for any other part of the transport even though the freight for the whole transport has been collected. The Carrier does not undertake that the Shipment shall arrive at the port of discharge or place of delivery at any particular time or to meet any particular market or use and the Carrier shall not be liable for any direct, indirect and/or consequential damages and/or damages caused by delay. The Carrier may only be liable for the Shipment when it has actual physical custody of the cargo. In some ports, the Carrier or its agents may require the Merchant to use Inland Carriers to safeguard and/or transport the Carrier's containers. In these instances, the Merchant has the option of unloading their cargo from the Carrier's Container or agreeing to use the Inland Carrier arranged by the Carrier or its agents. Should the Merchant agree to use the Inland Carrier arranged by the Carrier or its agents, the Carrier is under no obligation or liability under this Bill of Lading for any damage or loss to the Shipment during the inland transportation.

14. MATTERS AFFECTING PERFORMANCE. Carrier, and its owners, officers, directors, employees, affiliates, subsidiaries, agents, and contractors, shall not be liable in any way for claims, liabilities, losses, damages, costs, or expenses which are caused by any: act of God, fire, flood, natural disaster, shallow water, ice, bad weather, death, epidemic or disease, explosion, war or apprehension of war (whether declared or not), hostilities, act of threat of terrorism, act of foreign enemy, invasion, revolution, insurrection, coup, riot, civil commotion or unrest, hijacking, theft, piracy, or any other cause of force majeure or force majeure event or any other governmental order or regulation or order or curfew, quarantine, embargo, disturbance or demand for import or export, or any person or acting under color of authority, requisition, sanitary and other similar regulations or restrictions, closure or of obstacles or danger to any wharf or path of navigation, blockage of port or route to destination, congestion of port or wharf or terminal or any other place or path of transportation, strikes or lockouts or labor disturbances whether partial or general and whether involving employees of the Carrier and/or its subcontractors or not, shortage or absence of or obstacles to labor or facilities for discharge or delivery or handling of the Shipment, unavailability of goods or services, any events or circumstances outside of Carrier's reasonable control which impede Carrier's performance, or any other events or circumstances which are herein identified as force majeure events or force majeure events. Each of which is individually referred to in this section as a Force Majeure Event. Should any Force Majeure Event occur, the Carrier shall be entitled to suspend or terminate this Bill of Lading, and the Carrier shall be relieved of its obligations hereunder, and the Carrier shall be relieved of any person or acting under color of authority, requisition, sanitary and other similar regulations or restrictions, closure or of obstacles or danger to any wharf or path of navigation, blockage of port or route to destination, congestion of port or wharf or terminal or any other place or path of transportation, strikes or lockouts or labor disturbances whether partial or general and whether involving employees of the Carrier and/or its subcontractors or not, shortage or absence of or obstacles to labor or facilities for discharge or delivery or handling of the Shipment, unavailability of goods or services, any events or circumstances outside of Carrier's reasonable control which impede Carrier's performance, or any other events or circumstances which are herein identified as force majeure events or force majeure events. 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