COMBINED TRANSPORT BILL OF LADING

Notwithstanding the heading "Combined Transport Bill of Lading," the provisions set out and referred to in this document shall also apply if the transport as described on the face of the Bill of Lading is performed by one mode of transport only. These provisions constitute a contract between Merchant and Carrier.

All carriage under this Bill of Lading to or from the United States shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, 46 U.S.C. sections 1300-1315 (hereafter, "COGSA"), Carriage to or from Canada shall have effect under the Carriage of Goods by Water Act of Canada ("COGWA"). All carriage to and from other States shall be governed by the law of any stanking the Hague Rules or Hague-Visty Rules compulsorily applicable to this Bill of Lading or if there be no such law, in accordance with the Hague Rules. The provisions of applicable law as set forth above shall apply to carriage of goods by indiand vaterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland vaterways. Except as may be otherwise specifically provided herein, said aw shall govern before the goods are carried on and after they are discharged from the vessel whether the goods are carried on deck or under deck and throughout the entire time the goods are in the custody of the carrier.

DEFINITIONS:

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2.1 "Ship" means the vessel named in this Bill of Lading, or any conveyance owned, chartered, or operated by Carrier or used by Carrier for the

2.1 "Ship" means the vessel named in this Bill of Lading, or any conveyance owned, chartered, or operated by Carrier for the performance of this contract.

2.2 "Carrier" means Noatum Logistics USA, LLC d.b.a. MIQ Logistics on whose behalf this Bill of Lading has been signed.

2.3 "Merchant" includes the Shipper, the Receiver, the Consignor, the Consignee, the Holder of this Bill of Lading and any person having a present or future interest in the Goods or any person acting on behalf of any of the above-mentioned persons.

2.4 "Reclarge to the largest inflowable unterly partially or completely or completely or the shipper which is delivered at the contract of the shipper or the shipper which is delivered at the shipper or the shipper

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(3) SUBCONTRACTING:

Carrier shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the handling, storage, or carriage of the goods and all duties undertaken by Carrier in relation to the goods. Every servant, agent, subcontractor (including sub-subcontractors), or other person whose services have been used to perform this contract shall be entitled to the rights, exemptions from, or limitations of, individuors, or, or limitations of, individuors, or, or limitations of, or other persons who shall be deemed to be acting as agent or trustee for such servants, agents, subcontractors, or ofther persons who shall be deemed to be parties to this contract.

ROUTE OF TRANSPORT:

Carrier is entitled to perform the transport in any reasonable manner and by any reasonable means, methods and routes. The Ship shall have the liberty, either with or without the goods on board, to at any time, adjust navigational instruments, make trial trips, dry dock, go to repair yards, shift berths, take in fuel or stores, embark or disembark any persons, carry contraband and hazardous goods, sail with or without pilots and save or attempt to save life or property. Delays resulting from such activities shall not be deemed a deviation.

HINDRANCES AFFECTING PERFORMANCE:

5.1 Carrier shall use reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery.

5.2 If at any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any hidrance, risk, delay, injury, difficulty or disadvantage of any kind, including strike, and if by virtue of the above it has rendered or is likely to render it in any way unsafe, impracticable, unlawful, or against the interest of Carrier to complete the performance of the contract, Carrier, whether or not the transport is commenced, may windout notice to Merchant elect to; of year the performance of this contract as terminated and place the goods at Merchant's disposal at any place Carrier shall deem safe and convenient, or (b) deliver the goods at the place of delivery.

delivery.

In any event, Carrier shall be entitled to, and Merchant shall pay, full freight for any goods received for transportation and additional compensation for extra costs and expenses resulting from the circumstances referred to above.

St. fl. after storage, discharge, or any actions according to sub-part 52, above Carrier makes arrangements to store and/or forward the goods, it is a greed that he shall do so only as agent for and at the sole risk and expense of Merchant without any liability whatsoever in respect of such

agency.

3.6 Carrier, in addition to all other liberties provided for in this Article, shall have liberty to comply with orders, directions, regulations or suggestions as to navigation or the carriage or handling of the goods or the ship howsoever given, by any actual or purported government or public authority, or by any committee or person having under the terms of any insurance on the Ship, the right to give such order, direction, regulation, or suggestion. If y reason of and/or in compliance with any such order, direction, regulation, or suggestions, anything is done or is not done the same shall be deemed to be included within the contract of carriage and shall not be a deviation.

BASIC LIABILITY:

(6) BASIC LABILITY:

6.1 Carrier shall be liable for loss of or damage to the goods occurring between the time when it takes goods into its custody and the time of delivery but shall not be liable for any consequential or special damages arising from such loss or damage.

6.2 If it is established that the loss of or damage to the goods occurred during sea carriage or during carriage by land in the United States, liability shall be governed by the legal rules applicable as provided in Section 1 of this Bill of Lading, if the section 1 of this Bill of Lading, if the section 1 of this Bill of Lading, if the section 1 of this Bill of Lading, if the section 1 of the United States not during sea carriage and it.

6.3 Notwithstanding Section 1 of this Bill of Lading, if the section 1 of the United States not during sea carriage and it.

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8.4 If it cannot be determined when the loss of carrier shall be limited to the amount provided in accordance with Section 7.1 of this Bill of Lading.

8.4 If it cannot be determined when the loss of or damage to the goods occurred, liability shall be governed as provided in Section 6.2 above.

8.5 Carrier does not undertake that the goods shall be delivered at any particular time or for any particular market and shall not be liable for any direct or indirect losses caused by any delay.

8.6 Carrier shall not be liable for any loss or damage at sing from:

8.1 A cannot be determined when the goods shall be delivered at any particular time or for any particular market and shall not be liable for any direct or indirect losses caus

(c) handling, loading, stowage or unloading of the goods by or on behalf of Merchant,
(d) inherent vice of the goods.
(e) lack or insufficiency of or defective condition of packing in the case of goods, which by their nature are liable to wastage or damage when not packed or when not properly packed.
(f) insufficiency or inadequacy of marks or numbers on the goods, coverings or unit loads,
(g) fire, unless caused by actual fault or privity of Carrier,
(h) any cause or event which Carrier could not avoid and the consequences of which he could not prevent by the exercise of due diligence.
67. When Carrier pays claims to Merchant, Carrier rehall autionatically be subrogated to all rights of Merchant against all others, including Inland Carriers, on account of the losses or damages for which such claims are paid.
68. The defenses and limits of liability provided for in this Bill of Lading shall apply in any action or claim against Carrier relating to the goods, or the receipt, transportation, storage or delivery thereof, whether the action be founded in contract, tort or otherwise.

COMPENSATION FOR LOSS AND DAMAGE: (7)

(7) COMPENSATION FOR LOSS AND DAMAGE:

1.1 Unless otherwise mandated by compulsorily applicable law, Carrier's liability for compensation for loss of or damage to goods shall in no case exceed the amount of US\$500 per package or per customary freight unit, unless Merchant, with the consent of Carrier, has declared a higher value for the goods in the space provided on the firm of of this Bill of Lading and paid extra freight per Carrier's tarrif, in which cases such higher value for the goods in the space provided on the firm of this Bill of Lading and paid extra freight per Carrier's tarrif, in which cases such where a container is stuffed by Shipper or on its behalf, and the container is sealed when received by Carrier for shipment, Carrier's liability will be limited to US\$500 with respect to the contents of each such container, except when the Shipper declares the value on the face hereof and pays additional charges on such declared value as stated in Carrier's starff. The freight changed on sealed containers when the charge of the carrier's starff. The freight changed on sealed containers when the pays additional to so the person entitled to make the claim. Carrier shall not, in any case, be liable for an amount greater han the actual loss to the person entitled to make the claim. Carrier shall have the option of replacing lost goods or repark granged goods. 7.2 in any case where Carrier's liability for compensation may exceed the amounts set forth in Section 7.1 above, compensation shall be calculated by reference to the value of the goods is less than US\$500 per package or per customary freight unit, their value for compensation purposes shall be deemed to be the invoice value, plus freight and insurance, if paid.

7.4 Carrier shall not be liable to any extent for any joss of or damage to or in connection with precious metals, stones, or chemicals, jewelry, currency, negotiable instruments, securities, whirings, documents, works of art, curios, helicoms, or any other valuable goods, including goods having

required.
7.5 Carrier will not arrange for insurance on the goods except upon express instructions from the Consignor and then only at Consignor's expense and presentation of a declaration of value for insurance purposes prior to shipment.

DESCRIPTION OF GOODS AND INFORMATION FOR U.S. CUSTOMS:

Carrier is responsible for transmitting information to government agencies prior to lading of the Goods including, without limitation, precise commodity descriptions, numbers and quantities of the lowest external packaging unit, the shipper's complete name and address, the consignee's or the owner's or presentative's complete name and address, hazardous materials codes, and container seal numbers. For this, and other purposes, Carrier relies on information provided by Merchant in a timely fashion. Merchant warrants to Carrier that all particulars of the goods, including, without limitation, the precise descriptions, marks, number, quantity, weight, seal numbers, identities of shipper and consignee and hazardous materials codes furnished by Merchant are correct and Merchant shall indemnify Carrier against all claims, penallies, losses or damages arising from any inaccuracy.

CARRIER'S CONTAINERS:

If goods are not received by Carrier already in containers, Carrier may pack them in any type container. Merchant shall be liable to Carrier for damage to Carrier's containers or equipment if such damage occurs while such equipment is in control of Merchant or his agents. Merchant indemnifies Carrier for any damage or injury to persons or property caused by Carrier's containers or equipment during handling by or when in possession or control of Merchant.

CONTAINER PACKED BY MERCHANT:

- rrier receives the goods already packed into containers:
 This Bill of Lading is prima facie evidence of the receipt of the particular number of containers set forth, and that number only. Carrier accepts no responsibility with respect to the order and condition of the contents of the containers;
 Merchant warrants that the stowage and seals of the containers are safe and proper and suitable for handling and carriage and indemnifies Carrier for any linyr, loss or damage caused by breach of this warranty;
 Delivery shall be deemed as full and complete performance when the containers are delivered by Carrier with the seals intact, and Carrier has the right but not the obligation to open and inspect the containers and packages within or scan by means of x-ray any package (x-ray, even when properly used, may cause damage to radioactive sensitive goods) at any time without notice to Merchant, and expenses resulting from such inspections shall be borne by Merchant; and
 Merchant shall inspect containers before stuffing them and the use of the containers shall be prima facie evidence of their being sound and suitable for use.
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(11) REROUTING OF VESSELS AND OTHER EXPENSES RELATED TO RED SEA ACTIVITIES AND AT CANALS AND

Merchant acknowledges that for certain transport the underlying vessel will generally travel through certain waterways, including the Red Sea Region, the Panama Canal, and the Suez Canal, where the underlying ocean common carrier has deemed the most convenient route to the discharape port. Merchant acknowledges that there are current risks that any such waterway may be blocked, closed, atticked by hostile forces or that the vessel may otherwise encounter significant delays and may ont to circumvent the waterway. The underlying carrier may ont to exercise the following at its discretion: 1) the vessel may wait at the Waterway, andro? 2) may opt to pay additional fees in order to access the waterway sooner, and/or 3) the vessel operator may sail such alternative route as the Carrier deems suitable, including routes via the Cape of Good Hope at the southern tip of Africa vice traversign the Red Sea, and/or 4) the vessel operator any discharge targe at a close or convenient port with all of the Carrier's obligations under this contract being considered fulfilled. The Merchant shall be liable to pay the Carrier for the vessel cargo on the vessel for any time valling exceeding certain specified time period and for the costs for consumit increase in time for sailing an alternative route plus any additional costs of all kind, including, but not limited to bunkers resulting from such deviations and/or alternate service.

DANGEROUS GOODS:

12.1 Merchant may not tender goods of a dangerous nature without written application to Carrier and Carrier's acceptance of the same. In the application, Merchant must identify the nature of the goods with reasonable specificity as well as the names and addresses of the shippers and

application, intercriatin insist terminy are manner or any government.

12.2 Merchant shall distinctly and permanently mark the nature of the goods on the outside of the package and container in a form and manner as required by law and shall submit to Carrier or to the appropriate authorities all necessary documents required by law or by Carrier for the transportation of such goods.

12.3 if the goods subsequently, in the judgment of Carrier, become a danger to Carrier, the Ship, or other cargo, Carrier may dispose of the goods without compensation to Merchant and Merchant shall indemnify Carrier for any loss or expenses arising from such action.

DECK CARGO:

Carrier has the right to carry the goods in any container under deck or on deck. Carrier is not required to note "on deck stowage" on the face of this Bill of Lading and goods so carried shall constitute under deck stowage for all purposes including General Average. Except as otherwise provided by any law applicable to this contract, if this Bill of Lading states that the cargo is stowed on deck, then Carrier shall not be liable for any non-delivery, misdelivery, delay or loss to goods carried on deck, whether or not caused by Carrier's negligence or the ship's unseaworthiness.

14.1 Single packages with a weight exceeding 2,240 pounds gross not presented to Carrier in enclosed containers must be declared in writing by Merchant before receipt of the packages by Carrier. The weight of such packages must be clearly and durably marked on the outside of the package in letters and figures not less than two inches high.

14.2 If Merchant falls to comply with the above provisions, Carrier shall not be liable for any loss of or damage to the goods, persons or property, sulfared and Merchant shall be liable for any loss of or damage to persons or property resulting from such failure and Merchant shall indemnify Carrier against any loss or liability suffered or incurred by Carrier as a result of such failure.

13.3 Merchant agrees to comply with all laws or regulations concerning overweight containers and Merchant shall indemnify Carrier against any loss or liability suffered or incurred by Carrier as a result of Merchant's failure to comply with such laws orregulations.

DELIVERY: (15)

Carrier shall have the right to deliver the goods at any time at any place designated by Carrier within the commercial or geographic limits of the port of discharge or place of delivery shown in this Bill of Lading. Carrier's responsibility shall cease when delivery has been made to Merchant, any person authorized by Merchant to receive the goods, or in any manner or to any other person in accordance with the stoom and usage of the port of discharge or place of delivery. If goods should remain in Carrier's custody after discharge from the ship and possession is not taken by Merchant, after notice, within the time allowed in Carrier's applicable tariff, the goods may be considered to have been delivered to Merchant or abandoned at Carrier's option, and may be disposed of or stored at Merchant's expense.

NOTICE OF CLAIM:

Written notice of claims for loss of or damage to goods occurring or presumed to have occurred while in the custody of Carrier must be given to Carrier at the port of discharge before or at the time of removal of the goods by one entitled to delivery. If such notice is not provided, removal shall be prima facie evidence of delivery by Carrier. If such loss or damage is not apparent, Carrier must be given written notice within 3 days of the delivery.

(17) FREIGHT AND CHARGES:

17.1 Freight may be calculated on the basis of the particulars of the goods furnished by Merchant, who shall be deemed to have guaranteed to Carrier the accuracy of the contents, weight, measure, or value as furnished by him at the time of receipt of the goods by the Carrier or learned Carrier, but Carrier for the purpose of ascertaining the actual particulars may at any time and at the risk and expend Merchant open the container or package and examine contents, weight, measure, and value of the goods. In case of incorrect declaration of the contents, weight, measure and or value of the goods. Merchant shall be liable for and bound to pay to Carrier; (a) the balance of high between the freight charged and that which would have been due had the correct details been given, plus (b) expenses incurred in determining the correct details, plus (c) as liquidated and accertained damages, an additional sum equal to the correct region. Quotations as to grain the correct details, plus (c) as liquidated and accertained damages, an additional sum equal to the correct region. Quotations as to grain expenses only an are subject to change without notice and shall not under any circumstances be brinding upon Carrier unless Carrier in writing specifically undertakes the handling of transportation of the shipment at a specific rate and that rate is filed in Carrier's tarrier in writing specifically undertakes the handling of transportation of the shipment at a specific rate and that rate is filed in Carrier's tarrier.

crange wirrour nouse and snain not under any circumstances be bringing upon Carrier unless Carrier in writing specifically undertakes the handling of transportation of the shipment at a specific rate and that rate is field in Carrier's tariff.

17.2 Freight shall be deemed earned on receipt of goods by Carrier, the goods lost or not lost, whether the freight be intended to be prepaid or collected at destination. Payment shall be in full and in cash without any offset, counterclaim, or deduction, in the currency named in this Bill of Lading, or another currency at Carrier's option. Interest at 1'8; per month shall run from the date when freight and charges are due. Payment of freight charges for a freight forwarder, broker or anymone other than directly to Carrier shall not be deemed payment to the Carrier's propose of the control in the current shall be read to a freight forwarder by Carrier. Red that the tension hashes of all criegos hereunder notwithstanding any extension of credit to the freight forwarder or broker by Carrier. Full freight shall be 17.3 Merchant shall be liable for all dues, duties, fines, taxes and charges, including consultar fees, levied on the goods. Merchant shall be liable for return freight and charges on the goods of their containers by third parties.

17.4 The Shipper, consignee, holder hereof, and owner of the goods, and their principals, shall be jointly and severally liable to Carrier, upon recovery by Carrier, pay the expenses of collection and litigation, including reasonable attorneys' fees. This provision shall apply regardless of whether the front of this bill of lading has been marked "prepaid" or "freight prepaid" or "frei

(18) LIEN:

Carrier shall have a general lien on any and all property (and documents relating thereto) of Merchant in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by Carrier in connection with any shipments of Merchant. Carrier may sell at public auction or private sale, upon 10 days written notice, registered mail to Merchant, the goods, wares and/or merchandise or so much as may be necessary to satisfy such lien and the costs of recovery, including the value of management time and effort, and apply the net proceeds of such sale to the payment of the amount due Carrier. The surplus, if any, from such sale shall be transmitted to Merchant, and Merchant shall be liable for any deficiency in the sale.

(19) TIME BAR-

Carrier shall be discharged from all liability for loss of or damage to goods unless suit is brought within one (1) year after delivery of the goods or the date when the goods should have been delivered. Suit shall not be deemed brought against Carrier until jurisdiction shall have been obtained over Carrier by service of summons. The time bar for overcharge claims shall be 36 months.

The United States District Court for the District of Kansas shall have exclusive jurisdiction over any dispute arising from the carriage performed under this Bill of Lading, Without prejudice to the foregoing, at Carrier's option, the forum designated in the ocean Bill of Lading or Wayll issued by any carrier that transports the Goods shall have exclusive jurisdiction over such disputes. Metchant and Carrier each hereby agree to personal jurisdiction over them of the forum having jurisdiction over them disputes under this clause. Except as otherwise provided in this Bill of Lading, the law of the forum having jurisdiction shall apply with the exception of its conflicts of laws principles.

(21) GENERAL AVERAGE:

21.1 General Average shall be adjusted at New York, or any other port at Carrier's option, according to the York-Antwerp Rules of 1994. The General Average statement shall be prepared by adjusters appointed by Carrier.

21.2 in the event of accident, damage, danger or disaster after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for the consequence of which Carrier is not responsible by statute, contract or otherwise. Merchant shall contribute with Carrier in General Average to the payment of any ascrifice, loss or expense of a General Average to Merchant shall contribute with Carrier in General Average to reposted charge and any sacrifice, loss or expense of a General Average has be made or incurred and charge of the goods. If a salving vessel is owned or operated by Carrier, salvage shall be pad for as fully as if the salving vessel or vessels belonged to strange.

BOTH-TO-BLAME COLLISION CLAUSE:

If the ship comes into collision with another vessel as a result of negligence of the other vessel and any negligence or fault on the part of Carrier or its servants or subcontractors. Merchant shall indemnify Carrier against all loss or liability for the other or non-carrying vessel or her owners, insofar as such loss or liability represents loss of, or damage to, or any claim whatsoever of Merchant paid or payed by the other non-carrying vessel or her owners to Merchant and set-off, recoupsed or recovered by the other or non-carrying vessel or her owners as part their claim against the carrying ship or her owner. This provision shall apply as well where the owners, operators or those in charge of any ship or shipse or objects of the return, or in addition to, the colliding ships or objects are at fault with respect to a collision or contact.

(23)

The goods carried under this Bill of Lading are also subject to all the terms and conditions of tariff(s) published pursuant to the regulations of the United States Federal Maritime Commission or any other regulatory agency which governs a particular portion of the carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading, Copies of Carrier's Iraffic may be obtained from Carrier or its agents or from Carriers' website, the address of which is set forth on the U.S. Federal Maritime Commission's web-site at https://www.fmc.gov.

PERISHABLE CARGO:

(24) PENISTRABLE CARRO):

24.1 Goods of a perishable nature shall be carried in ordinary containers without special protection, services or other measures unless there is noted on the reverse side of this Bill of Lading that the goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specially equipped container or are to receive special perial point and year. A present part of the perial point of the size of

(25) FORCE MAJEURE:

Neither Party shall be liable for losses, damages, delays, wrongful or missed deliveries or nonperformance, in whole or in part, of its responsibilities under the Agreement, resulting from circumstances beyond the control of either Party or its sub-contractors, including but not limited to (i) acts of God, including food, earthquake, tornado, storna, burricane, power failure, epidemic or other severe heads, tornado, storn, burricane, power failure, epidemic or other severe herists, or other natural disaster; (ii) war, hijacking, robbery, theft or terrorist activities; (iii) hiddents or deteriorations to means of transportation, (iv) embargoes, (v) victi commotions or riots, (vi) effects, nature or inherent vice of the goods; (vi) acts, breaches of contract or ormissions bustomer. Shipper, Consignee or anyone else who may have an interest in the shipment, (viii) acts by any government or any agency or subdivision thereof, including denial or cancellation of any import/export or other necessary licenser; or (x) shirkes, lockouls or other labor conflicts. In such event, either Party reserves the right to amend any tariff or negotiated freight or logistics rates, on one day's notice, as necessary provide the requested service.

SEVERABILITY:

The terms of this Bill of Lading shall be severable, and, if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.

VARIATION OF THE CONTRACT:

No servant or agent of Carrier shall have power to waive or vary any of the terms hereof unless such variation is in writing and is specifically authorized or ratified in writing by Carrier.