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# OICE SSESGN2408223182

Page 1 of

The Lovesac Company 2 Landmark Sq Ste 300 Stamford CT 06901-2410

INVOICE DATE 07-Oct-24
CUSTOMER ID LOVESABDR
COSTOWIER ID LOVESADDR
SHIPMENT SSESGN2408223182
DUE DATE OOM OA
DUE DATE 06-Nov-24
TERMS 20 days from lay. Date
TERMS 30 days from Inv. Date

CONSOL NUMBER CSESGN2408173792

SHIPMENT DETAILS			PRIN	ITED BY: Jessica Moss		
SHIPPER	CONSIGNEE					
YIBEI HOME DESIGN ONE MEMBER COMPAN	The Lovesac Company					
ORDER NUMBERS / OWNERS REFERENCE SHIPPERS			PERS REFERENCE			
tbd 202449728843						
GOODS DESCRIPTION						
Sactionals Angled Side Insert: Standard PO# YBVN718-2024 Angled HS CODE: 940199						
IMPORT CUSTOMS BROKER	WEIGHT	VOLUME	CHARGEABLE PACKAGES		PACKAGES	
	12120.400 KG	69.080 M3	69.080 M3		628 CTN	
VESSEL / VOYAGE / IMO(LLOYDS)		OCEAN BILL OF LADI	NG	HOUSE BIL	LL OF LADING	
NADI CHIEF / 2407E / 9861885		NI407HMS0044 UWLD24H223182		223182		
ORIGIN	ETD	DESTINATION		ETA		
VNSGN = Ho Chi Minh City, Viet Nam	01-Oct-24	USCHI = Chicago, United States 30-Oct-24		30-Oct-24		
CONTAINERS						
CAIU9657209 - 40HC						

CHARGES

DESCRIPTION CHARGES IN USD

Bunker Adjustment Factor - 1 40HC Container(s) @ USD 700.00/Container International Freight - 1 40HC Container(s) @ USD 3600.00/Container Peak Season Surcharge - 1 40HC Container(s) @ USD 300.00/Container

700.00 3,600.00 300.00

TOTAL CHARGES		
PLEASE SEND ALL REMITTANCE INFORMATION TO UWLCOLLECTIONS@SHIPUWL.COM	SUBTOTAL	4,600.00
Beginning 5/1/2021 UWL will begin billing ocean freight, base dray + FSC and AMS approximately 5 days before arrival at port of discharge. Additional charges will be billed upon empty return as part of a supplemental invoice.		
All final shipments charge will be billed and must be paid as COD.  Effective 5/1/21 all duty outlays will be assessed a 3% outlay fee unless otherwise agreed upon.	TOTAL USD	4,600.00

CUSTOMER ID LOVESABDR	Invoiced	USD 4,600.00	BALANCE DUE	USD 4,600.00
PAYMENT METHOD			DUE DATE	06-Nov-24
Transfer Funds To:		Address:		
ABA 031207607		PNC Bank c/o UWL, Inc.		
Account 8026275682		Lockbox Number 775989 350 East Devon Avenue		
PNC BANK NA		Itasca IL 60143		
PO BOX 775989, CHICAGO, IL, 60677		United States		
Pay Ref LOVESABDR SSESGN2408223182 002	90871			



Bill of Lading

OTI NO. 020340NF

•	•.	<u> </u>		
SHIPPER / EXPORTER COMPLETE NAME AND ADDRES	S	DOCUMENT NO.	UWL BOOKING	REFERENCE
IBEI HOME DESIGN ONE MEMBER COMPANY LIMITED		UWLD24H223182	SSESGN2408223182	
NO.2 VSIP II-A, BACH DANG STREET, VIETNAM-SINGAPORE II-A INDUSTRIAL PARK, VINH TAN WARD, TAN UYEN CITY, BINH DUONG PROVINCE, VIETNAM		EXPORT REFERENCE	OCEAN BOOK	
boond rivovince, vietnam			H24ADM1	.2297
CONSIGNEE (COMPLETE NAME AND ADDRESS)		FORWARDING AGENT REFERENCES		
THE LOVESAC COMPANY 2 LANDMARK SQUARE, SUITE 300 STAMFORD, CT 06901 IOR & EIN: 32-051495800		Marine Connections Vietnam on behalf 5B Ton Duc Thang Street Ben Nghe Ward District 1 HO CHI MINH CITY 700000 Viet Nam	of UWL Inc	
		POINT AND COUNTRY OF ORIGIN		
		Ho Chi Minh, Viet Nam		
NOTIFY PARTY AND ADDRESS	2nd NOTIFY PARTY AND ADDRESS	FOR DELIVERY APPLY TO:		
DAMCO CUSTOMS SERVICES 500 WEST 190TH STREET, 5TH FLOOR SUITE 500 GARDENA, CA 90248, UNITED STATES CONTACT - LUCY GARCIA EMAIL - LOVESACTEAM@LNS.MAERSK.COM MOBILE: 323-203-5934 TAX ID 43-1185120	Gemini Shippers Association 137 West 25th Street, 3rd Floor New York, NY 10001 Email: notices@geminishippers.com	UWL, Inc. 1340 Depot St Ste 200 Rocky River OH 44116 United States		
PLACE OF RECEIPT	SERVICE TYPE	Phone: +1 440-895-8200		
HO CHI MINH CITY, VIET NAM	CY/CY	Fax: +1 440-356-8870		
VESSEL	PORT OF LOADING	COPY	NUMBER OF C	RIGINALS
NADI CHIEF / 2407E	HO CHI MINH CITY, VIET NAM		3	
PORT OF DISCHARGE	PLACE OF DELIVERY	Sea Waybill		
SEATTLE, UNITED STATES	CHICAGO, UNITED STATES		1	
	PARTICULARS FURI	NISHED BY SHIPPER		
MARKS & NOS / CONTAINER(S) NOS NOS OF PKG	DESCRIPTION OF PA	ACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
N/M	1 x 40HC CONTAINER 628 Carton(s) Sactionals Angled Side Insert: Standard PO# YBVN718-2024 Angled HS CODE: 940199		12120.400 кG	69.080 M3
Container Seals CAIU9657209 F84362 628 CTN 12120.400 GEN Sac		/olume Packages Mode 080 M3 628 CTN CY/CY*		

TOTAL NUMBER OF PK

ONE CONTAINER(S)

INCOTERM: FOB SHIPPED ON BOARD

SEE CLAUSE 20 ON REVERSE SIDE

DECLARED VALUE (\$)

CHARGES, INCLUDING FREIGHT

RATE PREPAID COLLECT \*Shipper Load and Count

NSA: UWLD24037

RECEIVED by Carrier for the Shipper in good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in box entitled "Description of Packages and Goods" for carriage subject to all the terms herof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTTING THIS HOUSE BILL OF LADING THE SHIPPER EXPRESSLEY ACCEPTS AND AGREES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE CONSIGNEE, THE OWNER OF THE GOODS AND THE MERCHANT AND WARRANTS HE HAS AUTHORITY TO DO SO. ALL THE TERMS AND CONDITIONS WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS AND ON THE REVERSE SIDE AND TERMS AND CONDITIONS OF THE CARRIRS APPLICABLE TARIFF AS IF THEY WERE SIGNED BY THE SHIPPER. Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the Consignee or his authorized representatives. Bill(s) printed as a Sea Waybill (other than line of credits) is not a document of title to the Goods and the delivery made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorization at the Port of Discharge or Place of Delivery, as appropriate, without the need to produce or surrender a copy of this Waybill.

ву	UWL VNM	
·	AS CARRIER	

## Standard Conditions governing this Multimodal Transport Waybill

### Definitions

- "Freight Forwarder" means the person/Multimodal Transport Operator who issues this Waybill (SWB) and is named on the face of it and assumes liability for the performance of this contract as a carrier. "Merchant" means and includes the Shipper, the Consignor, the Consignes, the Receiver and the Owner of the
- consignor" means the person who concludes this SWB with the Freight Forwarder.

- Consignor means the person who concludes this SWB with the Freight Forwarder.

  "Consignee" means the person named in or identifiable as such from this transport contract.

  "Taken in charge" means that the Goods have been handed over to and accepted for carriage by the Freight Forwarder at the place of receipt evidenced in this SWB.

  "Goods" means any property including live animals as well as containers, pallets or similar articles of transport or packaging not supplied by the Freight Forwarder, irrespective of whether such property is to be or is carried on or under deck.

**plicability** see conditions shall also apply if the transport as described in this SWB is performed by only one mode of isport.

## rt. se of this SWB

uance or mis SWB issuance of this SWB the Freight Forwarder undertakes to perform and/or in his own name to procure the performance of the transport, from the place at which the Goods are taken in charge (place of receipt evidenced in this SWB) to the place of delivery destinated by the place of the pla

b) assumes liability as a carrier as set out in these conditions.
 2.2. Subject to the conditions of this SWB the Freight Forwarder shall be responsible for the acts and omissions of his servants or agents acting within the scope of their employment, or any other person of whose services he makes use for the performance of the contract evidenced by this SWB, as if such acts and omissions were his

The Consigner on entering into this transport contract does so not only on his own behalf but also as agent for and on behalf of the Consignee, and warrants to the Freight Forwarder that he has authority so to so as to enable the Consignee to sue and be sued thereon. The Consignee shall be under no greater liability than he would have been head the transport contract to been covered by a bill of lading or similar document of title.

- able the Consignee to sue and be sued thereon. The Consignee snail be under no greater hability until the would have been had the transport contract been covered by a bill of lading or similar document of title. Right of control

  Unless the Consignor has exercised his option under clause 4.2. below, he shall be the only party entitled to give the Freight Forwarder instructions in relation to this transport contract. Unless prohibited by the applicable law, he shall be entitled to change the name of the Consignee at any time up to the Consignee claiming delivery of the Goods after arrival at destination, provided he gives the Freight Forwarder assonable notice in writing, or by some other means acceptable to the Freight Forwarder, thereby undertaking to indemnify the Freight Forwarder against any additional expense caused thereby.

  The Consignor shall have the option, to be exercised not later than upon the receipt of the Goods by the Freight Forwarder, to transfer the right of control to the Consignee. The exercise of this option must be noted on the SWB prior to or at the time of its issue. Where the option has been exercised the Consignee shall have such rights as are referred to in clause 4.1. above and the Consignor shall cease to have such rights.

  Dangerous Goods and Indemnity

- SWB prior to or at the time of its issue. Where the option has been exercised the Consignee shall have such rights as an erferred to in clause 4.1. above and the Consignor shall cease to have such rights. Dangerous Goods and Indemnity

  The Merchant shall comply with rules which are mandatory according to the national law or by reason of international convention, relating to the carriage of Goods of a dangerous nature, and shall in any case inform the Freight Forwarder in writing of the exact nature of the danger before Goods of a dangerous nature are taken in charge by the Freight Forwarder and indicate to him, if need be, the precautions to be taken. If the Merchant fails to provide such information and the Freight Forwarder is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and if, at any time, they are deemed to be a hazard to life or property, they may at any place be unloaded, destroyed or rendered harmless, as circumstances may require, without compensation. The Merchant shall indemnify the Freight Forwarder against all loss, damage, liability, or expense arising out of their being taken in charge, or their carriage, or of any service incidental thereto. The burden of proving that the Freight Forwarder knew the exact nature of the danger constituted by the carriage of the said Goods shall rest on the Merchant.

  If any Goods shall become a danger to life or property, they may in like manner be unloaded or landed at any place or destroyed or rendered harmless. If such danger was not caused by the fault and neglect of the Freight Forwarder he shall have no liability and the Merchants shall indemnify him against all loss, damage, liability and expense arising therefron-endered harmless. If such danger was not caused by the fault and neglect of the Freight Forwarder he shall have no liability and the Merchants Packing and Inspection

  The information in this SWB shall be prima facie evidence of the taking in charge by the Freight Forwarder of the Goods as described by such

- the docuse at described obtaining or similar expressions, has been made in the printed text or superimposed on this SWB.

  6.2. The Consignor shall be deemed to have guaranteed to the Freight Forwarder the accuracy, at the time the Goods were taken in charge by the Freight Forwarder, of all particulars relating to the general nature of the Goods, their marks, number, weight, volume and quantity and, if applicable, to the dangerous character of the Goods, as furnished by him or on his behalf for insertion on the SWB.

  The Consignor shall indemnify the Freight Forwarder against all loss, damage and expense resulting from any inaccuracy or inadequacy of such particulars.

  6.3. The Freight Forwarder shall not be liable for any loss, damage or expense caused by defective or insufficient packing of Goods or by inadequate loading or packing within containers or other transport units when such loading or packing has been performed by the Merchant or on his behalf by a person other than the Freight Forwarder, or by the defect or unsuitability of the containers or other transport units when such loading or packing has been performed by the Merchant or of his behalf by a person of the transport units when such loading or packing has been performed by the Merchant, or if supplied by the Freight Forwarder if a defect or unsuitability of the container or other transport units supplied by the Merchant, or if supplied by the Freight Forwarder if a defect or unsuitability of the containers or other transport unit would have been apparent upon reasonable inspection by the Merchant. The Merchant shall indemnify the Freight Forwarder against all loss, damage, liability and expense so caused.

  6.4. The right of the Freight Forwarder to an indemnity as per clause 6.2. and 6.3. shall in no way limit his liability under this SWB to any person other than the Consignor.

  7. Freight Forwarder's Liability

  7.1. The responsibility of the Freight Forwarder for the Goods under these conditions covers the period from the time the Freight Forwa

- time which would be reasonable to require or a unigent reward on making regard to the characteristic of the case. If the Goods have not been delivered within ninety consecutive days following such date of delivery as determined in clause 7.3., the claimant may, in the absence of evidence to the contrary, treat the Goods as lost. When the Freight Forwarder establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more causes or events, specified in a) 9 of the present clause, it shall be presumed that it was so caused, always provided, however, that the claimant shall be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of such causes or events:

  a) an act or omission of the Merchant, or person other than the Freight Forwarder acting on behalf of the Merchant or from whom the Freight Forwarder took the Goods in charge;

  b) insufficiency or defective condition of the packaging or marks and/or numbers:

  c) handling, loading, stowage or unloading of the Goods by the Merchant or any person acting on behalf of the Merchant; 7.5. W

inherent vice of the Goods;

- the Merchant;
  d) inherent vice of the Goods;
  e) strike, lockout, stoppage or restraint of labour.
  P. Defences for carriage by sea or inland waterways
  Notwithstanding clauses 7.2., 7.3. and 7.4. the Freight Forwarder shall not be liable for loss, damage or delay in delivery with respect to Goods carried by sea or inland waterways when such loss, damage or delay during such carriage has been caused by;
  a) act, neglect, or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship.
  b) fire, unless caused by the actual fault or privity of the carrier, however, always provided that whenever loss or damage has resulted from unseaworthiness of the ship, the Freight Forwarder can prove that due diligence has been exercised to make the ship seaworthy at the commencement of the voyage.

  Paramount Clauses
  These conditions shall only take effect to the extent that they are not contrary to the mandatory provisions of international conventions or national law applicable to the contract evidenced by this SWB.
  The Hague Rules contained in the International Convention for the unification of certain rules relating to Bills of Lading, dated Brussels 25th August 1924, or in those countries where they are already in force the Hague-Visby Rules contained in the Protocol of Brussels, dated 23rd February 1968, as enacted in the country of shipment, shall apply to all Goods whether carried on deck or under deck.

  The Carriage of Goods by Sea Act of the United States of America (US COGSA) shall apply to the carriage of goods by sea Act of the United States of America (US COGSA) shall poply to the carriage of Goods by Sea Act of the United States of America (US COGSA) shall poply to the carriage of goods by sea, whether on deck or under deck.

  Ilmitation of Freight Forwarder's Liability
  Limitation of Freight Forwarder's Liability
  Limitation of Freight Forwarder's Liability

- 9.2. The value of the Goods shall be determined according to the current commodity exchange price or, if there is no such price, according to the current market price or, if there are no such prices, by reference to the normal value of Goods of the same kind and quality.
  9.3. Subject to the provisions of clauses 9.4. to 9.9. inclusive, the Freight Forwarder shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding the equivalent of 666.67 SDR per package or unit or 2 SDR per kilogramme of gross weight of the Goods lost or damaged, whichever is the higher, unless the nature and value of the Goods shall have been declared by the Consignor and accepted by the Freight Forwarder before the Goods have been taken in his charge, or the ad valorem freight rate paid, and such value is stated in the SWB by him, then such declared value shall be the limit.
  9.4. Where a container, pallet or similar article of transport is loaded with more than one package or unit, the packages or other shipping units. Except as aforesaid, such article of transport shall be considered the packages or shipping units. Except as aforesaid, such article of transport shall be considered the packages or shipping units. Except as aforesaid, such article of transport shall be considered the package or unit.
  9.5. Notwithstanding the above mentioned provisions, if the transport does not, according to the contract, include carriage of goods by sea or by Inland waterways, the liability of the Freight Forwarder shall be limited to an amount not exceeding 8.33 SDR per kilogramme of gross weight of the Goods lost or damaged.
  9.6. a) When the loss of or damage to the Goods occurred during one particular stage of the transport, in respect of which an applicable international convention or mandatory national law would have provided another limit of liability if a separate contract of carriage had been made for that particular stage of transport, then the inition of such con

- probably result.

  Applicability to Actions in Tort
  These conditions apply to all claims against the Freight Forwarder relating to the performance of the contract evidenced by this SWB, whether the claim be founded in contract or in tort.

  Liability of Servants and other Persons
  These conditions apply whenever claims relating to the performance of the contract evidenced by this SWB are made against any servant, agent or other person (including any independent contractor) whose services have been used in order to perform the contract, whether such claims are founded in contract or in tort, and the aggregate liability of the Freight Forwarder and of such servants, agents or other persons shall not exceed the limits in clause 9.
- the limits in clause 9.

  In entering into this contract as evidenced by this SWB, the Freight Forwarder, to the extent of these provisions, does not only act on his own behalf, but also as agent or trustee for such persons, and such persons shall to this extent be or be deemed to be parties to this contract.

  However, if it is proved that the loss of or such loss or damage to the Goods resulted from a personal act or omission of such a person referred to in clause 11.1., done with intent to cause damage, or recklessly and with knowledge that damage would probably result, such person shall not be entitled to benefit of limitation of liability provided for in clause 9.

- with knowledge that damage would probably result, such person shall not be entitled to benefit of limitation of liability provided for in clause 9.

  11.4. The aggregate of the amounts recoverable from the Freight Forwarder and the persons referred to in clauses 2.2. and 11.1. shall not exceed the limits provided for in these conditions.

  12. Method and Route of Transportation Without notice to the Merchant, the Freight Forwarder has the liberty to carry the Goods on or under deck and to choose or substitute the means, route and procedure to be followed in the handling, stowage, storage and transportation of the Goods.

  13. Delivery

  13.1. Goods shall be deemed to be delivered when they have been handed over or placed at the disposal of the Consignee or his agent in accordance with this SWB or with the law or usage of the particular trade applicable at the place of delivery, or when the Goods have been handed over to any authority or other party to whom, pursuant to the law or regulation applicable at the place of delivery, the Goods must be handed over, or such other place at which the Freight Forwarder is entitled to call upon the Merchant to take delivery.

  13.2. In case it proves impossible to perform or procure the performance of all acts necessary to ensure delivery of the Goods the Freight Forwarder shall also be entitled to store the Goods at the sole risk of the Merchant, and the Freight Forwarder's liability shall cease, and the cost of such storage shall be paid, upon demand, by the Merchant to the Freight Forwarder shall not be liable for incorrect delivery, unless he has failed to exercise reasonable care to ascertain that the party claiming to be the Consignee is in fact that party.

  13.4. If at any time the carriage under this SWB is or is likely to be affected by any hindrance or risk of any kind (including the condition of the Goods) not arising from any fault or neglect of the Freight Forwarder or a person referred to in clause 2.2. and which cannot be avoided by the exercise of reasonable ende

- referred to in clause 2.2. and which cannot be avoided by the exercise of reasonable endeavour the Freight Forwarder may: abandon the carriage of the Goods under this SWB and, where reasonably possible, place the Goods or any part of them at the Merchant's disposal at any place which the Freight Forwarder may deem safe and convenient, whereupon delivery shall be deemed to have been made, and the responsibility of the Freight Forwarder in respect of such Goods shall cease.

  In any event, the Freight Forwarder shall be entitled to full freight under this SWB and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

  Preight and Charges

  The terms and conditions of the Freight Forwarder's applicable tariff, if any, are incorporated herein. Copies of the relevant terms and conditions thereof are available from the Freight Forwarder upon request. In the case of inconsistency between this SWB and the applicable tariff the SWB shall prevail.

  All dues, taxes and charges or other expenses in connection with the Goods shall be paid by the Merchant. Where equipment is supplied by the Freight Forwarder, the Merchant shall pay all demurrage and charges which are not due to a fault or neglect of the Freight Forwarder.

  Freight shall be paid in cash, without any reduction or deferment on account of any claim, counterclaim or set-freight shall be paid in cash, without any teduction or deferment on account of any claim, counterclaim or set-freight shall be paid in the commonts mentioned in this SWB are to be paid in the currency have the Freight Forwarder as the moment when the Goods have been taken in his charge, and not to be returned in any event. Freight and all other amounts mentioned in this SWB are to be paid in the currency amend in this SWB or, at the Freight Forwarder's option, in the currency of the country of dispatch or destination at the highest rate of exchange for bankers sight bills current for prepaid freight on the day of dispatch and freight playable at destination on
- of the delivery order, whichever rate is the higher, or at the option of the Freight Forwarder on the date of unis FWB.

  The Merchant shall reimburse the Freight Forwarder in proportion to the amount of freight for any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warlike operations, epidemics, strikes, government directions or force majeure.

  The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurements or value of the Goods but the Freight Forwarder has the liberty to have the contents inspected and the weight, measurements or value or value verified. If on such inspection it is found that the declaration is not correct it is agreed that a sum equal either to five times the difference between the correct figure and the freight charged, or to double the correct freight less the freight charged, whichever sum is the smaller, shall be payable as ilquidated damages to the Freight Forwarder for his inspection costs and losses of freight no other Goods notwithstanding any other sum having been stated on this SWB as freight payable.

  Despite the acceptance by the Freight Forwarder of instructions to collect freight, charges or other expenses from any other person in respect of the transport under this SWB, the Merchant shall remain reponsible for such monies on receipt of evidence of demand and the absence of payment for whatever reason. Lien
- Lien
  The Freight Forwarder shall have a lien on the Goods and any documents relating thereto for any amount due at any time to the Freight Forwarder from the Merchant including storage fees and the cost of recovering same, and may enforce such lien in any reasonable manner which he may think fit.

- General Average
  The Merchant shall indemnify the Freight Forwarder in respect of any claims of a General Average nature which may be made on him and shall provide such security as may be required by the Freight Forwarder in
- this connection.

  Notice

  Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Consignee to the Freight Forwarder when the Goods are delivered to the Consignee in accordance with clause 13., such handing over is prima facie evidence of the delivery by the Freight Forwarder of the Goods as described in this SWB.

  Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within 6 consecutive days after the day when the Goods were delivered to the Consignee in accordance with clause 13.
- with clause 13. Time bar The Freight Forwarder shall, unless otherwise expressly agreed, be discharged of all liability under these con-ditions unless suit is brought within 9 months after the delivery of the Goods, or the date when the Goods should have been delivered, or the date when in accordance with clause 7.4. fallure to deliver the Goods would give the Consignee the right to treat the Goods as lost. Partial Invalidity
- If any clause or a part thereof is held to be invalid, the validity of this SWB and the remaining clauses or a part
- If any datuse of a part treefor is refer to be invalid, the validity of this OVID and its formatting disables a part thereof shall not be affected.

  Jurisdiction, arbitration and applicable law

  Unless otherwise agreed in writing, actions against the Freight Forwarder may be instituted only in the place where the Freight Forwarder has his place of business as stated on the reverse of this SWB and shall be decided according to the law of the country in which that place of business is situated. 20.