

Shipper United Nations World Food Programme		Cargo Receipt No.		Reference No.	
Consignee (not to order)		Vessel			
Notify address		Port of loading			
		Port of discharge			
Shipper's description of goods	Marks and numbers	Number and kind of packages	Gross weight, kg	Net weight, kg	Measurement, m ³
Issued pursuant to WORLDFOOD 2017 Charter Party dated:	<p>Shipped on board the cargo specified above, according to Shipper's declaration in apparent good order and condition (unless otherwise stated herein) weight, volume, quantity, quality and value unknown, for delivery at the port of discharge or so near thereto as the Vessel may safely get, always afloat.</p> <p>The cargo shipped under this Cargo Receipt will be delivered to the party named as Consignee or its authorised agent, on production of proof of identity without any documentary formalities. The Shipowner shall exercise due care ensuring that delivery is made to the proper party. However, in case of incorrect delivery no responsibility shall be accepted unless due to fault or neglect on the part of the Shipowner.</p> <p>FOR FURTHER DETAILS SEE PAGE 2</p>				
Freight payable as per the Charter Party					
Place and date of issue		Place and date shipped on board			
Signature of the Master:					

WORLDFOODRECEIPT 2017

NON-NEGOTIABLE CARGO RECEIPT

To be used for shipments under the WORLDFOOD 2017 charter party

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Conditions of Carriage

(1) This document serves as a Cargo Receipt as per Clause 20 (Cargo Receipt) of the WORLDFOOD 2017 Voyage Charter Party dated as indicated on page one of this Cargo Receipt. All the terms, conditions, liberties, clauses and exceptions of the said WORLDFOOD 2017 Voyage Charter Party, including the Law and Arbitration Clause, shall be deemed to be incorporated in this Cargo Receipt and shall govern the transportation of the cargo described on page one of this Cargo Receipt. In addition, the provisions set out below shall apply to this Cargo Receipt.

(2) Paramount Clause

(a) This Cargo Receipt is a non-negotiable document. It is not a Bill of Lading and no Bill of Lading will be issued. However, it is agreed that the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading signed at Brussels on 25 August 1924 ("the Hague Rules") as amended by the Protocol signed at Brussels on 23 February 1968 ("the Hague-Visby Rules") and as enacted in the country of shipment shall apply to this Contract. When the Hague-Visby Rules are not enacted in the country of shipment, the corresponding legislation of the country of destination shall apply, irrespective of whether such legislation may only regulate outbound shipments.

(b) When there is no enactment of the Hague-Visby Rules in either the country of shipment or in the country of destination, the Hague-Visby Rules shall apply to this Contract save where the Hague Rules as enacted in the country of shipment or, if no such enactment is in place, the Hague Rules as enacted in the country of destination apply compulsorily to this Contract.

(c) The Protocol signed at Brussels on 21 December 1979 ("the SDR Protocol 1979") shall apply where the Hague-Visby Rules apply, whether mandatorily or by this Contract.

(d) The Carrier shall in no case be responsible for loss of or damage to cargo arising prior to loading, after discharging, or while the cargo is in the charge of another carrier, or with respect to deck cargo and live animals.

(e) It is agreed that whenever the Hague Rules and the Hague-Visby Rules or statutes incorporating the same use the words "Bill of Lading" they shall be read and interpreted as meaning "Cargo Receipt".

(3) General Average

General Average shall be adjusted, stated and settled according to the York-Antwerp Rules 2016 at the place agreed in the said WORLDFOOD 2017 Voyage Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew.

If the adjustment of General Average or the liability for any collision in which the vessel is involved while performing the carriage under the terms of the WORLDFOOD 2017 Voyage Charter Party, as dated on page one, which govern the transportation of the cargo described on page one of this Cargo Receipt falls to be determined in accordance with the law and practice of the U.S.A, the following clauses shall apply:

(4) New Jason Clause

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or its agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5) Both-to-Blame Collision Clause

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or its owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or its owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or its owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.