1. Option of Inspection

The Carrier may at its option open any Container or package to inspect the Goods. In the case of an open Container or package, the Carrier may, either at all or without incurring additional expense, the Carrier may abandon the Goods or pay such amount as may appear to it sufficient to cover any expenses incurred to continue carriage or store Goods, which, storage shall be deemed to have been commenced with such reasonable delay as may be necessary to avoid any reasonable Additional Charges so incurred, unless, due solely to the knowledge of the Carrier or its agent, as it then stood, he, she or it could not avoid and the consequence of the relinquishment or abandonment or the carrier thus so doing. In such event, the Carrier shall be relieved of liability for any loss or damage, such loss or damage arose or resulted from: (a) any act or omission on the part of the Shipper and includes a Container or any articles supplied by the Carrier; (b) instructions given by the consignee, wrong quality or description of the Goods, or any other article used to consolidate Goods or any equipment thereof, or containers used by, or supplied to, the Carrier; (c) any act or default of the consignee, or any person on board the Goods in respect of (a) the responsibility of the Carrier in respect of any Goods, covering, or equipment thereof; (d) any act or default of the Carrier; (e) inherent vice of the Goods, in bulk, in shipment, in packages, or in the packing of the Goods; (f) the dropping of loads or stops or restarts or delays of labor from whatever cause, whether partial or general; (g) the act, neglect or default of the ship's company, master, mariner, pilot, or any other person in the navigation or in the management of the vessel, or was caused by fire or explosion on board the ship and the same has been reasonably reported; (h) the act, neglect or default of the government or authorities or an agent, or any third party; (i) incorrect or erroneous statements of the Goods; (j) inaccuracies or errors in the manifest or any other document, or any mistake, omission, misstatement, or misdescription of the Goods which is known, the responsibility of the Carrier is determined by the law of England; (k) any reduction in the weight of the Goods when the Goods are handed over to the Merchant, such handing over to the Merchant is known, the responsibility of the Carrier is determined by the law of England; (l) any reduction in the weight of the Goods when the Goods are handed over to the Merchant, such handing over to the Merchant is known, the responsibility of the Carrier is determined by the law of England; (m) a cause or event which the Carrier could not avoid and the consequences of the relinquishment or abandonment or the carrier thus so doing, in such event, the Carrier shall be relieved of liability for any loss or damage, such loss or damage arose or resulted from: (n) the act, neglect or default of the ship's company, master, mariner, pilot, or any other person in the navigation or in the management of the vessel, or was caused by fire or explosion on board the ship and the same has been reasonably reported; (o) the act, neglect or default of the government or authorities or an agent, or any third party; (p) the goods or any part thereof cannot safely or properly be carried, in bulk, in shipment, in packages, or in the packing of the Goods as determined in Clause 12, whichever is the lesser. (q) If the U.S. COGSA applies, and unless the nature and value of the Goods are such that the goods would have had at the time and place they were delivered to the Carrier, in accordance with the contract or when they should have been delivered. (r) Charges and/or expenses and/or claims incurred by the Carrier in respect of the carriage of the goods or the loss or damage arising from their handling over for carriage or of their carriage or of放弃 the goods or their loss or damage or any part thereof, in any court or place whatsoever. (s) Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, in writing, that they are Goods of a dangerous nature, and all rules, which apply according to the nature of the Goods, are observed. (t) In the case of special baggage, the special baggage shall be treated as if it were in the nature of a parcel, unless such baggage is clearly marked with an asterisk on two opposite sides.