

Para. 5. Handling.

Pick-up, delivery and city terminal services will not be provided for pieces which cannot be handled by one man unless advance arrangements have been made, including, where necessary, the furnishing of additional men and equipment by and at the risk and expense of the shipper or consignee.

Para. 6. Hours of Service.

Except by pre-arrangement with Carrier, pick-up and delivery service will be provided only during regular business hours and on regularly scheduled cartage trips.

Para. 7. Tender of Delivery.

Consignments which through no fault of Carrier cannot be delivered on the first tender of delivery to the consignee will be returned to Carrier's terminal and the consignee will be so notified. Further tenders will be made only upon request of the consignee, and an additional charge based on published rates will be made for each subsequent tender of delivery.

ARTICLE 10. FORWARDING AND REFORWARDING

The goods, or packages said to contain the goods, described on the face of the air waybill, are accepted for carriage from their receipt at Carrier's airport office at the place of departure to the airport at the place of destination. If so specifically agreed, the goods, or packages said to contain the goods described in the air waybill, are also accepted for forwarding to the airport of departure and reforwarding beyond the airport of destination. If such forwarding or reforwarding is by carriage operated by Carrier, such carriage shall be upon the same terms as to liability as set forth in Paragraphs 2 and 3 of Article II hereof. In any other event, the issuing carrier and last carrier, respectively, in forwarding and reforwarding the goods, shall do so only as agents of the shipper, owner, or consignee, as the case may be, and Carrier shall not be liable for any damage arising out of such additional carriage unless proved to have been caused by its own negligence or willful fault. The shipper, owner and consignee hereby authorize such carriers to do all things deemed advisable to effect such forwarding and reforwarding, including, but without limitation, selection of means of forwarding or reforwarding and the routes thereof (unless these have been specified by the shipper in the air waybill), execution and acceptance of documents of carriage (which may include provisions exempting or limiting liability) and consigning of goods with no declaration of value, notwithstanding any declaration of value in the air waybill.

ARTICLE 11. LIABILITY OF CARRIER

Para. 1. Successive Carriers.

Carriage to be performed by several successive carriers shall be deemed to be one un-divided carriage, if it has been regarded by the parties as single operation, whether it has been agreed upon the form of a single contract or of a series of contracts. Carriage to be performed under the air waybill by several successive carriers is regarded as a single operation.