BILL OF LADING FOR PORT TO PORT OR FOR COMBINED TRANSPORT SHIPMENT

COMBINED

Combined Transport arises at the Carrier has indicated a place of tracept and/or a place of delivery on the front hereof in the relevant Tomorrier Transport* arises at the Carrier has indicated a place of tracept, and/or a place of delivery on the front hereof in the relevant Transport**

Repue Ruler means the provisions of the international Convertion for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on the 25 August 1593.

COSSA 1691 means the Carriage of Codes by Sea Act 1691 of Australia**

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**Codes Temper the Carriage of Lading and the Carriage of Codes to the Carriage of Submitten of other services by the Merchart and shall include the carrons or other packaging containing the same and any pallet(s) delivered with the Goods to the Carrier or Subcontractor.

***Palague-Visibly Ruler** means the Halgas e-Rules as amended by the Protocol suggered at Brussels on 23 February 1692.

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***Person** includes an individual, a firm and a body corporate.

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E. REF. ENABLE!!

The provisions set out and referred to in this document shall apply if the transport as described on the face of the bill of lading is Port to Port Carriage or Combined Transport.

3. WARRANTY
The Merchant warrants that in agreeing to the terms of this bill of lading it is the agent of and has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NEGOTIABILITY AND TITLE TO THE GOODS
(1) This bill of lading shall be non-negotiable unless made "To order" in which event it shall be negotiable and shall constitute tifle to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.
(2) This bill of lading shall be prima facile evidence of the taking in charge by the Carrier of the Goods. However, proof to the contrary shall not be admissible when this bill of dading has been registrated or transferred for valuable consideration to a third party acting in the contrary shall not be admissible when this bill of dading has been registrated or transferred for valuable consideration to a third party acting in the contrary that the c

ISSUANCE OF THIS BILL OF LADING issuing this bill of lading the Carrier assumes liability as set out in these Conditions: For Port to Pot Carriage or Combined Transport, the Carrier undertakes to perform and/or in its own name to procure the formance of the entire transport, from the place at which the Goods are taken in charge to the place designated for delivery in this of ladrino.

(f) For Port to Port Carriage or Combined Transport, the Lestes towards to the place designated for delivery in this bill of fading.

For this purposes and subject to the provisions of this hill of fading. The Carrier shall be responsible for the acts and ornissions of Q. For the purposes and subject to the provisions of this hill of fading. The Carrier shall be responsible for the acts and ornissions of Q. For the purposes and subject to the provisions of the Carrier shall be responsible for the acts and ornissions of Q. For the Port Carriage, the responsibility of the Carrier is limited to that part of the Carriage from the sessel and during loading on the tessels to the Carriage from the the Carrier is limited to that part of the Carriage from the vessel and the Carrier shall be the provisions of damage virtual control or the carrier of the Carriage. Even though change for the whole Carriage have been made by the Carrier or the season behalf of the Merchant with others to transport, storage, handling or any other Services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or comission whistoever on the part of the Carrier or others and the Carrier and such acquired to the Carrier or the carriage when the base of damage occurred is known and of such or the stage of carriage whene the lase of damage occurred is known and of such or the subject to the Subcoortractor responsible for causing the loss or damage during the Subcoortractor, whichever is the less.

6. DANGEROUS GOODS INDEMNITY

(1) The Merchant shall comply with the rules which are mandatory according to any national law or by reason of any international convention, relating to the carriage of Goods of a dangerous nature, and shall in any case inform the Carrier in writing of the exact nature of the danger, before Goods of a dangerous nature are taken in charge by the Carrier and indicate to it. if need be, the precautions to be latent.

More than the carrier is the provides with information and the Carrier is unaneer of the dangerous nature of the Goods and the necessary precautions to be taken and if, at the time, they are deemed to be a hazard to life or property, they may be unloaded by the Carrier and place, destroyed or rendered harmels, as circumstances may require, whool compensation, and the Merchart shall be failable for all loss, damage, delay or expenses incurred by the Carrier arising out of such actions being taken in charge.

(3) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall be become a danger to the vessel, which compensation is the become a danger to the vessel, which compensation is the become a danger to the vessel, which compensation is the become a danger to the vessel, which compensation is the become a danger to the vessel, which carrier to written to preliable to the control become a danger to the vessel, which carrier to written to preliable to necessary the except of the vessel, which is not the part of the Carrier to written to public to the controlled on the carrier to written to public to the controlled on the carrier to written to public to the controlled on the carrier to written to public to the controlled on the carrier to written to public to the controlled on the carrier to written to public to the controlled on the carrier to written to the carrier to written to public to the controlled on the carrier to the carrier to written to the carrier to writt

on the part of the Carrier but without prejudice to the contribution in General Average, if any.

7. DESCRIPTION OF GOODS AND MERCHANTS PACKING
(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods are taken in charge by the Carrier, of the description of the Goods, marks, numbers, guantity, weight and/or volume as turnished by it, and the Merchant shall be indefined and the contribution of the Goods are taken in charge by the Carrier, of the description of the Goods are taken in charge by the Carrier of the Goods or resulting from inaccuracies in or carried and loss, demange and expenses arising or resulting from inaccuracies in or carried to the Carrier of the Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing off Goods or by faulty loading or packing within containers and trainers and on flats when such loading or packing has been preferred by the Merchant or on behalf of the Merchant by a peece of the fault of the Merchant by a present of the the fault of the Merchant by a present of the theory of the Coods and acknowledgment of the receipt of the Goods by the Carrier in appearing good order and condition is not a representation that such conditions of rust, couldant or the like did not exist on receipt.

(4) (a) The Merchant undertakes not to tender for transportation any Goods which require temperature controlled without previously giving written notice of their nature and particular temperature range to be maintained; and, in the case of a temperature controlled that its thermostatic controls have been propely set by the Merchant before receipt of the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods by no controlled Container in an efficient state.

EXTENT OF LIABILITY OF CARRIER

EXTENT OF LINEILLY OF VANCING.

(1) The Carrier shall be liable for loss or damage to the Goods occurring between the time when it takes the Goods into its charge of the binner of large.

(1) The Carrier shall be liable for loss or damage to the Goods occurring between the time when it takes the Goods into its charge of the binner of large.

In an act or crisission of the Merchant, or person other than the Carrier acting on behalf of the Merchant or from whom the Carrier of the Goods in charge.

In sufficiency or defective condition of the packaging or marks andor numbers:

In harding, ladarily, strape or unloading of the Goods by the Merchant or any person acting on behalf of the Merchant:

Inherent vice of the Goods:

In site, becoult, stoppage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable innerce:

diligence: close incident if the operator of a nuclear installation or a person scring for it a liable for this damage under an applicable (or a direct according to the control of the c

(g) any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the excrese or reasonable diligence.

(3) The burden of priving that the loss or derange was obtained one or more of the above causes or events shall need upon the Carrier.

(3) The burden of priving that the loss or derange was obtained to the carrier is table to pay compression in respect of loss or deranges and the stage of transport where loss or deranges accorded is hown, the legislity of the Carrier in espect of such loss or deranges and the stage of transport developer of the carrier is table to pay compression in respect of the loss or deranges and the stage of transport developer of the carrier is the carrier of the claimant, and the carrier is respected to the private contract, to the detriment of the claimant, and the carrier is respected to the private contract, to the detriment of the claimant, and the carrier is respected of the particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued in order to make such international convention or restional law applicable.

(2) with respect to the transportation in the United States of America or in Canada to the port of loading or from the port of discharge, the responsibility of the Carrier shall be to pround terminoportation by carriers (one or more) and such quarantees the fullfilment of such inland carriers' obligation under the contracts and tartfs.

CONTAINERS

Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other goods.

The terms of this bid of lasting shall govern the responsibility of the Carrier in connection with or arising out of the supply of a limit of the carrier in connection with or arising out of the supply of a limit of lasting shall govern the responsibility of the Carrier in connection with or arising out of the supply of a limit of carrier shall not be liable for loss or damage to the Goods:

(a) the Carrier shall not be liable for loss or damage to the Goods:

(b) caused by the unsultability of the Goods for carriage in Containers, and the carrier shall not be liable for loss or damage to the Condition the Container than been stuffed;

(a) caused by the unsultability or defence or container the Container was stuffed;

(a) caused by the unsultability or defence or container the Container shall not be a carrier of the Carrier or (b) would have been appearent on reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(b) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense what bover arising from one or more of the marters covered by (A) above.

(c) Where the Carrier is instructed to provide a Container, in the absence of a written request to the contain, the Carrier is not under an obligation to provide a Container, in the absence of a written request to the contain, the Carrier is not under an obligation to provide a Container of any particular type or quality.

10. PARAMOUNT CLAUSE

(1) This bill of lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to any elegistation making the Hague Rules, the Hague-Viseby Rules or the Hamburg Rules, or any hybrid version of any such Rules, applicable to this bill of lading and the provisions of such legislation shall be deemed incorporated herein. Such Rules (or COSSA 1986 if this bill or lading is subject to U.S. law) shall sapply to the carriage of Goods by inland waterways and reference to carriage by sea in such Rules or legislation shall be deemed to include reference to inland waterways. Any applicable legislation giving effect to the Hague Rules, Hague Vislay Rules or Hamburg nites or any hybrid version of such Rules shall apply to all Cooks whether carried on deck or under deck. If and to extent that provisions of the Harter Act of the United States of America 1859 would otherwise be computed by the provision of such Rules shall partly to all Cooks whether carried no deck or under exponsibility shall be subject to COSSA 1936.

(2) The Carrier shall be entitled (and nothing in this bill of lading shall operate to limit or deprive such eritlement) but the full benefit of, and rights to, all limitations of or exemptions from liability and all rights conferred or authorised by any applicable law, statute or regulation of any country including, but not limited to, where applicable any provisions of focines 251 to 4287 includes, of the Revised Statutes of America. In the Computing of America and amendments thereto and where applicable any provisions of the laws of the United States of America and amendments thereto and where applicable any provisions of the laws of the United States of America.

11. LIMITATION AMOUNT

(1) When the Carrier is burn diable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered.

(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there be no such price, according to the current market price, or, if there be no commodity exchange price or current market price, or, if there be no commodity exchange price or current market price, or considerable and the current transfer price or current market price, or if there be no commodity exchange price or current market price, or if there be no commodity exchange price or current market price, by reference to the normal value of

should have been so delivered.

(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there be no such price, according (2) The value of the Goods shall be fixed according to the current commodity exchange price or current maket price, by reference to the normal value of Goods of the same kind and quality.

(3) Except where otherwise provided in this bill of lating, compensation shall not exceed 2 SDRs per kind of the gross weight, of 666 CT SDRs per package or unit, of Goods lost or damaged, whichever hall be the greater. The value of SDRs shall be calculated as at the date when settlement is agreed or judgment rade. However, the Carrier shall not, in any case, be latilities for an annunring relater than the carrier shall not, in the carrier shall not, in these a declared value has been noted in accordance with sub-clause 5 of these clauses for the common leable for any loss or damage to or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit interation as laid down by the applicable Pluses or Act or any legislation making such fulles complexly happicable to the bill of identification of the carrier shall not, if any carrier the state of the package or shipping unit interation as laid down by the applicable Pluses or Act or any legislation making such fulles complexly applicable to the bill of identification of the carrier shallow of the package or shipping unit in excess of the package or shipping unit invalidation of the package or shipping unit provided, and extra freight pack, if required by the Carrier in such case, if the actual value of the Goods shall exceed provided, and extra freight pack, if required by the Carrier in such case, if the actual value of the Goods shall exceed provided, and extra freight pack, if required by the Carrier in such case, if the actual value of the Goods shall exceed such declared value, the value shall revertheless be deemed to be the declared value, the value shall re

2. DELAY. CONSEQUENTIAL LOSS STD.

(1) Africal lams are not journated by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage other han loss of or dame to the the double he liability of the Carrier shall be limited to the oad at hard thress the tright payable for the goods delayed but not exceeding the total freight payable under the contract of carriage or the value of the Goods as determined in Clause 11 whichever is the lessers sum.

(2) If at any time the carriage is or is likely be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whereover and wheresever arising (whether or not the carriage has commenced) the Carrier may deem as a few and the carrier and the material supposed at any place which the Carrier may deem as fear adconvenient, whereupon the responsibility of the man the Merchartant supposed at any place which the Carrier may deem as fear adconvenient, whereupon the responsibility of the (b) without prejudic to the Carrier faights subsequently to abandon the carriage under (s) above, continue the carriage, In any event for carrier any deem as the material carrier and the carrier and the material carrier and the carrier a

government or authority.

3. DEFENCES
The defences and limits of liability provided for in this bill of lading shall apply in any actions against the Carrier for loss of or damage or the defences and limits of liability provided for in this bill of lading shall apply in any actions against the Carrier for loss of or damage or 14. LLABLITY OF OTHER PERSONS
ABENDY/SIDOCRIDIANIES
(1) Subject to and in accordance with the terms and conditions and instructions contained in this bill of lading, the Carrier and Merchant gree and the Merchant hereby employs and authorises the Carrier, as agent of the Merchant to contract determines the carrier as agent of the Merchant to contract determines or any service to be performed or arranged by the Carrier pursant to, or ancillary to, this bill of lading. Any such contract may be made on any terms whatsbeever used by the Subcontractor with whom the Carrier or Subcontractor was contract may be made on any terms whatsbeever used by the Subcontractor with whom the Carrier or Subcontractor was contract or the performance of any Service to be performed or arranged by the Carrier pursant to, or ancillary to, this bill of lading. Any such terms are available from the Carrier and Merchant (and the performance) and the subcontractor with whom the Carrier or Subcontractor was contract on the person to carrier and the subcontractor was contract on the carrier of subcontractor was contracted to the carrier of subcontractor was contracted to the carrier of subcontractor was contracted to the carrier of the subcontractor was contracted to the carrier of the carrier and the persons referred to in sub-clause 15(2) s

15. METHOD AND ROUTE OF TRANSPORTATION
(1) The Carrier may at any time, with or without notice to the Merchant, use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not; stow the Goods, whether containerised or not, on or unde deck; transfer the Goods from one conveyance be another including transhipping or carrying the same on a vessel other than their named of the front hereof or by any other means of a transport whatsoever, at any place unpack or entires Coods which have been under the contraction of the contraction of

consistency. Socials of an insub, pargerous or onewer, contactains, exposives, intuinions or waitine studes and sea affects of contact and an exposition of the contact and an exposition of the contact and an exposition of the contact and expositi

16. DELIVERY
If delivery of the Goods or any part theerof is not taken by the Merchant, at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereor, the Carrier shall be entitled to store the Goods or any part thereof at the sole risk of the Merchant, where upon the liability of the Carrier in respect of the Goods or that part thereof stored as aforesaid (as the case may be) shall wholly cease and the cost of such storage (figal by or payable by the Carrier or any agent or Subcontractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier.

17. BOTH-TO-BLAME COLLISION
If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object or the owner of, challener of or person responsible vessel or object as a result of the regigners of the non-carrying vessel or object in the owner of, challener of or person responsible by or liability to (and any expense arrising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim whatshoever of the Merchant paid or pugable to the Merchant poid or person responsible for the non-carrying vessel or object, or demand the object of the country of challener of or person responsible for the non-carrying vessel or object, the country of vessel or object and set off, recoupted or recovered by such vessel, object or person(s) against the Clarifer, the carrying vessel or object or her owners or challener.

19. FREIGHT AND CHARGES
(1) Freight shall be paid in cash without discount and, whether prepayable or payable at destination, shall be considered as earned on recipit of the Goods and not to be returned or relinquished in any event.
(2) Freight and all other amounts mentioned in this bill of lading are to be paid in the currency named in the bill of lading or, at the currency part of the currency of the content of the destination at the highest rate of exchange for bankers sight bills current of the Goods there or on the day of withdrawal of the definery order, whichever rate is the higher, or at the option of the Carrier on the date of the bill of darding.
(3) All class, taxes and charges or other experses in connection with the Goods there or on the date of the bill of darding.
(3) All class, taxes and charges or other experses in connection with the Goods shall be paid by the Merichant.
(5) The Merichant warrants here content in special or the destination of contents, insurance, weight, measurement or value of the Goods but Carrier reserves the right to tave the contents inspected and the weight measurement and value verified. If on activities of the declaration is not correct it is agreed that a sun equal either to the times the difference between the correct figure and the date of the content in special contents in special or the weight contents and the weight measurement and value verified. If on activities of the declaration is not correct it is agreed that a sun equal either to the times the difference between the correct figure and the date of the contents in the content in special or the verified of the verified of the verified of the verified or the verified or the verified of the verified or the verified or the verified of the verified or the verified of the verified or the verified of the verified or t

19. LIEN
The Carrier shall have a lien on the Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to self the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's possess and without any liability towards the Merchant.

20. GENERAL AVERAGE

(1) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 2016 at any place at the option of the Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 2016 at any place at the Merchant shall forovide such security as may be required by the Carrier in this connection.

(2) Notwithstanding (1) above, the Merchant shall defend, indemnify and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

21. NOTICE
Unless notice of loss or damage to the Goods and general nature of it be given in writing to the Camier or the persons referred to in sub-clause 5(2) at the piace of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereto under this bill of lasting, or if the loss or damage be not apparent, within three days thereafter, such removal shall be prima facile evidence of the delivery by the Carrier of the Goods as described in this bill of lasting.
22. TIME BAR
The Carrier shall be discharged of all liability under this bill of lading, unless sut is brought within twelve months after
(1) the delivery of the Goods, or
(3) the date when in accordance with lasee 21 failure to deliver the Goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as isst. In the event that such time period shall be found contrary to any convention or law computerorily applicable, the period covered by such convention or law shall then apply but in that circumstance only.

to any convention or law compulsority applications, the personnel conformation conf