

COMBINED TRANSPORT BILL OF LADING

I. GENERAL PROVISIONS

1. Applicability.

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions.

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Actual Carrier" is the party that performs the contract. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the goods. "Holder" means any person in lawful possession of this Bill of Lading and to whom the property in the goods has passed by consigning the goods or endorsement of this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a container not supplied by the carrier. "Container" includes a Container, trailer, transportable tank, flat rack, pallet or any other form of cargo carrying unit whatsoever. "Carriage" means the whole of the operations and the services undertaken by the carrier in respect of the goods. "Combined Transport" is when the place of acceptance and/or the place of delivery are set out on page one in the relevant margins.

The contract evidenced by this Bill of Lading is between the Merchant and the Owner of the vessel named on page one (or substitute). It is expressly agreed that the registered owner shall be liable for any and all damage or loss due to or any breach of contract or non-performance of an obligation arising from the contract of carriage whether relating to the vessels seaworthiness or not. The address and style of the registered owners is available from Lloyd's Register or the agents issuing this document. If, notwithstanding the above-mentioned, it is adjudged that any other party is the Carrier and/or bailee under this contract, all limitations and exonerations from liability provided for by law or by this Bill of Lading shall be available to this other party.

3. Carrier's Tariff.

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier and/or their agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail, except in cases relating to freight.

4. Time Bar.

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the goods or the date when the goods have or should have been delivered.

5. Law and Jurisdiction.

Disputes arising under this Bill of Lading shall be determined by the High Court of Justice in London and in accordance with the English law.

II. PERFORMANCE OF THE CONTRACT

6. Subcontracting.

(1) The Carrier shall be entitled to subcontract the whole or any part of the contract of carriage, loading, unloading, storing, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

(2) For the purpose of this contract and subject to the provisions of this Bill of Lading, the Carrier shall be responsible for the acts and omissions of persons whose services it engages to perform this contract of carriage.

7. Methods and Routes of Transportation.

(1) The Carrier is entitled to perform the transport and all services related thereto in a reasonable manner and by all reasonable means, methods and routes.

(2) In accordance herewith, as example, in the event of carriage by sea, vessels may sail with or without pilots, undergo repairs, adjust equipment, dry-dock and tow vessels and assist other vessels including sister-ships in all situations.

8. Optional Stowage

(1) Goods may be stowed by the Carrier by means of and in, for example, containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate goods.

(2) Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant and if so carried, the Hague Rules as incorporated herein shall apply notwithstanding carriage on deck and the goods and/or containers shall contribute to General Average as if carried under deck.

Notwithstanding anything contained in paragraph 2 above the carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to goods stowed on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

(1) The Carrier shall use reasonable endeavours to complete the transport and to deliver the goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.

(2) If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind, and if by virtue of sub-clause 8 (1) the Carrier has no duty to complete the performance of the contract, the Carrier (whether or not the transport is commenced) may elect to:

- treat the performance of this Contract as terminated and place the goods at the Merchant's disposal at any place which the Carrier shall deem safe and convenient; or
- deliver the goods at the place designated for delivery against the shipper or merchant paying the extra expenses.

(3) If the goods are not taken delivery of by the Merchant within a reasonable time after the Carrier has called upon it to take delivery, the Carrier shall be at liberty to put the goods in safe custody on behalf of the Merchant at the latter's risk and expense.

(4) In any event the Carrier shall be entitled to full freight for goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

III. CARRIER'S LIABILITY

10. Basic Liability

(1) The Carrier shall be liable for loss of or damage to the goods occurring between the time when it receives the goods into its charge and the time of delivery.

(2) The Carrier shall be responsible for the acts and omissions of any person of whose services it makes use for the performance of the contract of carriage evidenced by this Bill of Lading.

(3) The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

- the wrongful act or neglect of the Merchant.
- compliance with the instructions of the person(s) entitled to give them.
- the lack of, or defective conditions of packing in the case of goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
- handling, loading, stowage or unloading of the goods by or on behalf of the Merchant.
- inherent vice of the goods.
- insufficiency or inadequacy of marks or numbers on the goods, covering, or unit loads.

(g) strikes or lock-outs or stoppages or restraints of labour from whatever cause whether partial or general.

(h) any cause or event which the Carrier could not avoid and the consequence whereof it could not prevent by the exercise of reasonable diligence.

(i) act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.

(j) independent subcontractors not appointed by or in the direct services of the carrier.

(4) Where under sub-clause 10 (3) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(5) The burden of proving that the loss or damage was due to one or more of the causes or events, specified in (a), (b) and (h) (i) and (j) of sub-clause 10 (3) shall rest upon the party relying on same.

(6) When the carrier establishes that in the circumstances of the case, the loss or damage is attributable to one or more of the causes or events, specified in (c) to (g) of sub-clause 10 (3), it shall be presumed that it was so caused and that no further proof is required.

11. Limits of Liability

(1) When the Carrier is liable for compensation in respect of loss of or damage to the goods, such compensation shall be calculated by reference to the value of such goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been so delivered.

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

(3) Compensation per Bill of Lading for goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.

(4) The carrier shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2, 00 per Kilo of gross weight of the goods.

(5) Higher compensation may be claimed only when, with the consent of the Carrier, the value for the goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

12. Special Provisions for Liability and Compensation.

(1) If notwithstanding anything provided for in Clauses 10 and 11 of this Bill of Lading, the loss or damage of the carrier and/or the merchant shall, in respect of liability of the carrier, be determined by the provisions contained in any international Conventions or national law which cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the merchant had made a separate and direct contract with the carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.

(2) If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague/Hague-Visby Rules shall also determine the liability of the carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all goods whether carried on deck or under deck.

(3) If the liability of the carrier both in port-to-port shipments and in combined transports is determined by the applicable law, then the carrier shall be under no liability for loss of or damages, to the goods caused if caused in the port of loading before loading or in the port of discharge after discharge.

13. Delay, Consequential Loss

If the Carrier is liable in respect of unreasonable delay, consequential loss or damage other than loss of or damage to the goods, the liability of the Carrier shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the goods as determined in Clause 11, whichever is the lesser.

14. Notice of Loss of or Damage to the Goods

(1) 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 Merchant to the Carrier when the goods are handed over to the Merchant, such handing over is *prima facie* evidence of the delivery by the Carrier of the goods as described in this Bill of Lading.

(2) Where the loss or damage is not apparent, the same *prima facie* effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed over to the Merchant.

15. Defences and Limits for the Carrier, Servants, etc.

(1) The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the goods whether the action is in contract or in tort.

(2) The Carrier shall not be entitled to the benefit of the limitation of liability provided for in sub-clause 10 (3). If it is proved that the loss or damage is the result of a personal act or omission of the Carrier done with intent to cause such loss or damage or recklessly and with knowledge that this damage would probably result.

(3) The Merchant undertakes that no claim shall be made against any servant, agent or other persons whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made, to indemnify the Carrier against all consequences thereof.

(4) The provisions of this Bill of Lading apply whenever claims relating to the performance of this Contract are made against any servant, agent or other person whose services the Carrier has used in order to perform this Contract, whether such claims are founded in contract or in tort. In entering into this Contract, the Carrier, to the extent of such provisions, does so not only on his own behalf but also as agent and/or trustee for such persons. The aggregate liability of the Carrier and such persons shall not exceed the limits in Clauses 10, 11 and 24, respectively.

IV. DESCRIPTION OF GOODS

16. Carrier's Responsibility

The information in this Bill of Lading shall be *prima facie* evidence of the taking in charge by the Carrier of the goods as set on page two overleaf unless another indication, such as "shipper's weight, load and count", "shipper-packed container" or similar expressions, has been made in the printed text or inserted in the Bill of Lading. Proof to the contrary shall not be admissible when the Bill of Lading has been transferred and/or an equivalent electronic data interchange message has been transmitted and acknowledged by the Consignee who can prove to have relied and acted thereon.

17. Shipper's Responsibility.

The Shipper shall be deemed to have guaranteed to the Carrier the accuracy, at the time the goods were taken in charge by the Carrier, of the description of the goods, marks, number, quantity and weight, as furnished by it and the Shipper shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no limit its responsibility and liability under this Bill of Lading to any person other than the Shipper. The Shipper shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

(1) If a container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Shipper shall cover any loss or expense incurred by the Carrier, if such loss, damage or expense has been caused by:

- negligent loading, packing or stowing of the container;
- the contents being unsuitable for carriage in container; or
- the unsuitability or defective condition of the container unless the container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the container was filled, packed or stowed.

(2) The provisions of sub-clause (1) of this Clause also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.

(3) The Carrier does not accept liability for damage due to the unsuitability or defective condition of reefer equipment or trailers supplied by the Merchant.

19. Dangerous Goods

(1) The Merchant shall comply with all internationally recognised requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if need be, the precautions to be taken.

(2) Goods of a dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their carriage.

(3) If any goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.

(4) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Return of Containers

(1) For the purpose of this Clause, the Consignor shall mean the person who concludes this Contract with the Carrier and the Consignee shall mean the person entitled to receive the goods from the Carrier.

(2) Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be returned to the Carrier in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination, normal wear and tear accepted, with interiors clean and within the time prescribed in the Carrier's tariff or elsewhere.

(3) (a) The Consignor shall be liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Consignor and return to the Carrier for carriage.

(b) The Consignor and the Consignee shall be jointly and severally liable for any loss of, damage to, or delay, including demurrage, of such articles, incurred during the period between handing over to the Consignee and return to the Carrier.

V. FREIGHT AND LIEN

21. Freight

(1) Freight shall be deemed earned at the place and time where and when the goods have been taken in charge by the Carrier and shall be paid in any event ship or cargo lost or not lost.

(2) The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rate of exchange, devaluation and other contingencies relative to freight and charges in the relevant tariff conditions. If no such stipulation as to devaluation exists or is applicable the following shall apply, if the currency in which freight and charges are quoted is devalued between the date of the freight agreement and the date when the freight and charges are paid, then all freight and charges will be automatically increased in proportion to the extent of the devaluation of the said currency.

(3) For the purpose of verifying the freight basis, the Carrier reserves the right to have the cargo or contents of containers, trailers or similar articles of transport inspected in order to ascertain the weight, measurement, value, or nature of the goods.

22. Lien

The Carrier shall have a lien on the goods for any amount due under this Contract and for the costs of recovering the same, and may enforce such lien in any reasonable manner, including sale or disposal of the goods.

VI. MISCELLANEOUS PROVISIONS

23. General Average

(1) General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994 or any later amendments or modification thereof, this covering all goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the goods.

24. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

25. U.S. Trade

(1) In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the goods are in the Carrier's custody.

(2) If the U.S. COGSA applies, and unless the nature and value of the goods have been declared by the shipper before the goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the goods in an amount exceeding USD 500 per package or customary freight unit.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

26. Applicability

In the event that anything in this contract of carriage is inconsistent with an applicable International Convention or national law that is mandatory applicable, these provisions shall, to the extent of such inconsistency only and no further, be null and void.