

(1) SHIPPER		(4) DOCUMENT NUMBER	(5) BILL OF LADING NUMBER	
		(6) REFERENCE NOS:		
(2) CONSIGNEE(not negotiable unless consigned "to order" or "to order of" a named person or "to order of bearer")		(7) FORWARDING AGENT (name and address, references, FMC No. (if applicable))		
(3) NOTIFY PARTY (see Clause 20; no liability shall attach to Carrier or his Agent for failure to notify - see Clause 21)		(8) FOR DELIVERY OF THE GOODS APPLY TO:		
(9) VESSEL / VOYAGE		(10) PLACE OF RECEIPT (for Combined Transport only)		
(11) PORT OF LOADING	(12) PORT OF DISCHARGE	(13) PLACE OF DELIVERY (for Combined Transport only)		
BELOW PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE (see Clause 9)				
(14) MKS. & NOS. CTR & SEAL NO.	(15) NOS. OF PACKAGES	(16) DESCRIPTION OF PACKAGES AND GOODS	(17) GROSS WEIGHT	(18) MEASURE.

Conso1 Ref:

Total Packages:

SHIPPED ON BOARD

(19) CARRIER'S RECEIPT: Total number of containers or packages received by Carrier:			<p>Received by Carrier from Shipper, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise herein stated, the total number or quantity of Containers or Packages indicated in the box entitled "CARRIER'S RECEIPT" for carriage from the Port of Loading (or the Place of Receipt, if mentioned above) to the Port of Discharge (or the Place of Delivery, if mentioned above), such carriage being always subject to the terms, rights, defenses, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND IN CARRIER'S APPLICABLE TARIFF). Merchant is obliged to surrender one original Bill of Lading, duly endorsed, in exchange for the Goods. Carrier accepts a duty of reasonable care to check that any such document which Merchant surrenders as a bill of lading is genuine and original. If Carrier complies with this duty, it will be entitled to deliver the Goods against what it reasonably believes to be a genuine and original bill of lading, such delivery discharging Carrier's delivery obligations. In accepting this Bill of Lading, any local customs or privileges to the contrary notwithstanding, Merchant agrees to be bound by all terms and conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof, as fully as if they were all signed by the Merchant.</p> <p>IN WITNESS WHEREOF Carrier by its agents has signed three (3) original Bills of</p>
(20) FREIGHT CHARGES PAYABLE AT:			
(21)FREIGHT DETAILS,CHARGES,ETC.	(22) PREPAID	(23) COLLECT	

	negligence, unseaworthiness, deviation, or any fundamental breach of contract on the part of Carrier, its officers, employees and/or Sub-Contractors.	(c)			
(b)	Carrier shall be entitled to (and nothing to this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit of, and rights to all limitations and exclusions of liability and all rights conferred or authorised by any applicable law, statute or regulations of any country (including but not limited to, where applicable, any provisions of the laws of the U.S.A.) and without prejudice to the generality of the foregoing also any law, statute or regulations available to the owner of the Vessel(s) on which the Goods are carried.	(d)	submitted to Carrier and the relevant authorities all documents required by any laws which may become applicable during the Carriage or otherwise required by Carrier; and not permitted incompatible Goods to be packed in the same Container.	23.2	Carrier shall be entitled to sell (at any time and at any place) at the costs of Merchant the Goods and/or any such other property by private treaty or by public auction or other means, without giving prior notice or incurring any liability to Merchant and to apply the proceeds of such sale (net of expenses) in or towards the payment of any amount due to Carrier and/or Carrier Group. Carrier and/or Carrier Group shall be entitled to claim the difference against Merchant in the event that the (net) sale proceeds do not discharge in full the amount due from Merchant. Carrier's lien shall survive delivery or deemed delivery of the Goods.
(c)	Without prejudice to the generality of (b) above, unless contrary to the compulsory applicable law in the individual case, the defences and limits of liability referred to herein shall apply not only in respect of loss or damage to the Goods, but are also applicable in the event of "loss" of the Goods or loss caused to Merchant (or any of them) by reason of delivery of the Goods to the Noddy Party named overleaf or Merchant (or any one of them) without the presentation of this Bill of Lading to Carrier, its employees, agents or Sub-Contractors.	14.3	If any Goods (which are Dangerous Goods) are delivered to Carrier for Carriage in breach of Clause 14.2 or such Goods, although tendered in compliance with Clause 14.2, in the opinion of Carrier cannot safely or properly be carried or carried further (whether taking any measures or incurring additional expense or not), then Carrier may exercise its rights under Clause 19, without prejudice to its other rights and defences.	24.	BOTH-TO-BLAME COLLISION
(d)	Inland waterways	14.4	Merchant shall fully indemnify Carrier against all liabilities arising out of the Carriage of any Dangerous Goods tendered by Merchant including (without limitation) liabilities resulting from injuries caused to any person (including Carrier's employees, agents and Sub-Contractors), damage to any property (including any Container and Vessel), environmental damages (direct and indirect), clean up, removal, rehabilitation expenses, legal costs (on an indemnity basis), and fines and penalties imposed by any governmental agencies or authorities.	24.1	The Both-to-Blame Collision and New Jason clauses published and/or approved by BIMCO and obtainable from Carrier or its agent upon request are incorporated herein.
(e)	Exclusion of Liability for Fire Aboard and Navigational Error	15.	DECK CARGO AND LIVESTOCK	25.	FORCE MAJEURE
7.2	Carrier's liability for loss or damage to Goods during inland waterways will be determined as if the loss or damage had occurred during sea carriage.	15.1	Goods whether containerised or not may be carried on or under deck at the sole discretion of Carrier without notice to Merchant and such stowage shall not be a deviation of whatever nature or degree. If Goods are so carried, Carrier shall not be required to note, mark or stamp on the face hereof any statement of such deck carriage. Save where Clause 15.2 applies, the Hague Rules as incorporated herein shall be applicable notwithstanding carriage on or under deck and the Goods and/or Containers shall contribute in General Average whether carried on or under deck.	25.1	Without prejudice to any rights or privileges of Carrier under this Bill of Lading, dock receipts or booking contracts or under any applicable law, in the event of war, hostilities, warlike operations, riots, civil insurrections, embargoes, blockades, port congestion, strike, imminent strike or harbour disturbances, widespread electrical power failures affecting port operations, acts of God including earthquakes, extreme weather conditions or other natural catastrophes, regulations of any governmental authority pertaining thereto or any other official interferences with commercial intercourse arising from the above conditions and affecting Carrier's operations, Carrier reserves the right to cancel any outstanding booking or contract of Carriage, or to route shipments by any other means of transportation whether by all-water, air-water or land-water in accordance with rates, charges, rules and regulations established in the Tariff that would have applied in the absence of the force majeure condition and subject to the other terms of this Bill of Lading.
	Value of Goods	15.2	Goods which are stated on the front hereof to be carried on deck and which are so carried (and livestock, whether or not carried on deck) are carried at the sole risk of Merchant without any responsibility on the part of Carrier for loss or damage or delay or any matter of whatever nature whether or not caused by unseaworthiness or negligence or any other cause whatsoever. The Hague Rules, the Hague-Visby Rules and the US COGSA shall not apply to such Carriage. Merchant		
	Subject always to Carrier's right to limit liability as contained herein, if Carrier is liable for compensation in respect of loss of or damage to Goods, such compensation shall be calculated by reference to the invoice value of the Goods plus freight and insurance if paid. If there is no (or no bona fide) invoice value of the Goods, such compensation shall be calculated by				