# Art 1. DEFINITIO

"Bill of lading" means the p "Carrier" means the party named on the face of this docu

ncludes all ch

e goods are packed, per Block unit if the goods are not packed

"US COGSA'

Art. 2 Warranty

agreeing to the ter the Goods and th

G AND INDEMNITY

any (2)

t of ca

within the rein. Notwithstanding the for rrier and any Underlying Carr

se 4 (1) shall apply to Comb ed Transport

ne Carrier undertakes to accomplish any 2 under no name, ... tial loss arising out or resulting arrier is denied the right to act

are paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to Aerchant against all other third party, including Underlying Carriers and Sub-Contractors

## Art 5 NOTICE OF CLAIM AND TIME FOR SUIT

is at the Port of Discharge or Place of Delivery before or r damage is not apparent, within three (3) consecutive ave been delivered as described in this Bill of Lading. In e discharged from all liability in respect of non-delivery,

# . 6 - LIABILITY PROVISIONS

ited to the intri and retail value)

edges that the Carrier has no knowledge of the value of the Go vriting on this Bill of Lading and extra Freight is paid. such a case, the amount 6 (1)

## o US carriage

s of America as stipulated in Clause 4 (1), and unless the back of the Bill of Lading in the condition set out in Clause of the Goods, shall not exceed US\$ 500.00 per Container, Lading in the condition set out in Clause all not exceed US\$ 500.00 per Container, shipped per container, package, bundle, ods are not shipped per co

or/and ship agent r. When these ope

# IPPER-PACKED CONTAINERS

on behalf of the Carrier: of or damage to the Goods ca ----ked, stowed, stuffed . ired. or **(b)** The unsuitabi has been packed, stowed, stuffed or secured, or (p) the unsuration tainer supplied, or (c) The unsuitability, the defective condition of the entillation of any other refrigeration controls thereof- provided that w or on behalf of the Carrier, this unsuitability or defective condition

TERMS AND CONDITIONS OF CARRIAGE 9 DESCRIPTION OF GOODS shall not in an

## (1) The Ca ier, its Agents and ent packing or inac

ence of marks, numbers, addresses or descrip numbers, nor for failure to notify the Consigne tanding ontrary no contents, measure, shall be under no r

(3) l goods of any description ha from the Carrier as to the ab ave been shipped osence of rust, for

to the Carrier that the particulars relating to the Goods as set out overleaf have pper on receipt of this Bill of Lading and that such particulars, and any other on behalf of the Shipper, are adequate and correct. The Shipper also warrants

## 10 INSPECTION OF GOODS

om the Carrier has sub-contracted the Carriage or any person autho J, but under no obligation, to open any Container or package at any the Goods be mis-declared, the Carrier reserves its right to stop the ld the Goods be mis-declared, o Clause 19 of the Bill of Lading (2) If by

. , the Carrier shall be liable for any loss, dam

Art. 11 CARRIAFE AFFECTED BY CONDITION OF GOODS

int (but as sell or dispose of the cargo and/or store h abandonment or storage, under cover discretion, considers most appropriate

Art. 12 MERCHANT'SRESPONSABILITY (1) All of the Persons coming within the chant in this Bill of La-erred this Bill of Lading limited to court

(2) T

(3) TI and expenses arising or re-er cause in connection with (4)

the UK Br ed to the or (5)

(6) rchant, he is responsible

or to the port or to the port s). The Merchand will indemn of or for which within 5 days

(7) by to such Containers while deemed to be aware of th

(1) behalf of the shipper. The Carrier i order to reweigh, re-measure or re-behalf the Shipper are incorrect, it i t charge shall be ay at any time open any alue the contents, and i (2) (3)

(4)

(5)

(6) e contract evi eight and othe

(7) T (8)

rchant in the payment of Freight (9)

# 14 CARRIER

Art. (1) rel ating theret account of the Good

Merchant. ints shall also have a lien on all the Goods carried unde (2) ere such sums or Freights remain

(3)

## .15 DECK CARGO AND LIVESTOCK

(1)

pility regarding the

he front of this Bill of Lading rees Celsius from the noted supply air temperature, plus ing. I

(3)

sible for dan lamage or losses to the goods origina-rongly carried out by the Merchant, as n latent defect or from breakdowns to

o Goods due to condensatio ng device. In no circumstance cords of the Container itself

or (f)

(2)

(3)

(3)

Ar1 (1)

(5) If a salving ve

Art 27, VALIDITY

Art 26. VARIATION OF THE CONTRACT

ading, a

(6) In

formality, the Master trans-shipped to bar (2)

Art 19. METHODS AND ROUTE OF TRANSPORTATION

otice to the Merchant

(1) (a) (b) her including but not limited to

(c) ed into a Container and forward the (d)

er ; unload the Goods at any place or port (whether or not any such port is named overleaf as Por (e)

ds at any such place or port ; given by any government or ading or Po

ceed with or without pilots to tow or to be towed or to be in dry dock sub-clause(1) above may be invoked by the Carrier of the Goods ror not connected with the Carriage of the Goods including bur or being towed, adjusting instruments, dry docking and assisting ve (g) (2) ier of the Goods fo ing there from delav a m shall be

- LIBERTY CLAUSE s or is likely to be affected by any hindrance, risk, than the inability of the Goods safety or properly ough the circumstances giving rise

(b)

(c) ab Merchant's disposal at any place ant shall pay any additiona iage to,

arrier of a dangerous, inflar

and place

and Conditions hereof. Ir shall be valid. All dispute:

e that all contracts of Carria

ed in Marseille, in accordance with the 1974 YORK-ANTWER

## Art 21. DANGEROUS GOODS

Art 22. NOTIFICATION AND DELIVERY (1) Any term mentioned based

Art 23. NON VESSEL OPERATING COMMON CARRIER (NVOCC)

ned or operated by the C

the vessel and to

Art 24. BOTH-TO-BLAME CLAUSE