(a) If the place of damage to or loss of the Goods is known, the responsibility of the Carrier is (b) When loss or damage has occurred between the time of loading of the Goods by the Carrier at
the Carrier’s applicable Tariff are incorporated herein, with particular
the event that it is plowed into a court or is brought into a court for the purpose of

2. Carrier’s Tariff

3. ISPS Code

4. Sub-Contracting and Indemnity

5. Carrier’s Responsibility


7. Storage of Goods

8. Passage-Properties

9. Inspection of Goods

10. In Case of Consigned Goods

11. Rights of the Merchant

12. Merchant’s Responsibility

13. ISPS Code

14. Freight

15. Carriage of Goods which are being currently or may be subsequently transported between the

16. Matters Affecting Performance

17. Affidavit

18. Set-off

19. Merger

20. Improvement in Traffic

21. FCL Multiple Bills of Lading

22. General Average & Salvage

23. Final Clause: Conditions of Agreement

that they bear for damage caused by error in navigation or handling the vessel, includ-


is adequate to cover any loss or damage for which the Carrier is liable in respect of the

3. ISPS Code

as any article used to consolidate Goods and any equipment thereof or contained

In the event that anything herein contained is inconsistent with any applicable International Conven-

In the event that part of the multimodal transport is a shipment to or from the USA and the

In the event that the Merchant requests the Carrier to deliver the Goods at a port or place other

In the event that the Merchant requests the Carrier to deliver the Goods at a port or place other

In the event that part of the multimodal transport is a shipment to or from the USA and the

In the event that the Merchant requests the Carrier to deliver the Goods at a port or place other

that they bear for damage caused by error in navigation or handling the vessel, includ-

(3) Shipper’s declared value

(2)  The Carrier shall indemnify the Merchant against all consequences thereof.

The terms and conditions of the Carrier’s applicable Tariff are incorporated herein, with particular


12. Merchant’s Responsibility

13. ISPS Code

14. Freight

15. Carriage of Goods which are being currently or may be subsequently transported between the

16. Matters Affecting Performance

17. Affidavit

18. Set-off

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that they bear for damage caused by error in navigation or handling the vessel, includ-


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3. ISPS Code

as any article used to consolidate Goods and any equipment thereof or contained

In the event that anything herein contained is inconsistent with any applicable International Conven-

In the event that part of the multimodal transport is a shipment to or from the USA and the

In the event that the Merchant requests the Carrier to deliver the Goods at a port or place other other than the port of discharge or the place of delivery originally designated in this Bill of Lading and

Bill of Lading - Terms and Conditions

1. Definitions

“Carriage” means the party named on page 2 of this Bill of Lading. In the

“Crew” means the master’s master, his officers, seamen and all other persons

“Cargo” means the goods hereinafter in this Bill of Lading referred to and

 Dane. It is otherwise known as the Hague-Visby Rules or Bill of Lading

and the Merchant for the Goods that the authorities in the port of discharge have increased its level of

and demurrage. In the event that the Merchant requests the Carrier to deliver the Goods at a port or

That damage would probably result.

That damage would probably result.

That damage would probably result.

That damage would probably result.

That damage would probably result.

That damage would probably result.

That damage would probably result.

That damage would probably result.

That damage would probably result.
<table>
<thead>
<tr>
<th>Carrier: Companhia Libra de Nevegação, São Paulo</th>
<th>Bill of Lading</th>
<th>Multimodal Transport or Port to Port Shipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipper:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consignee (not negotiable unless consigned to order):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notify Address (Carrier not responsible for failure to notify; see clause 20 (1) hereof):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vessel(s):</td>
<td>Voyage-No.:</td>
<td></td>
</tr>
<tr>
<td>Port of Loading:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port of Discharge:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Container Nos., Seal Nos.; Marks and Nos.</td>
<td>Number and Kind of Packages, Description of Goods</td>
<td>Gross Weight:</td>
</tr>
<tr>
<td>Measurement:</td>
<td></td>
<td>Measurement:</td>
</tr>
<tr>
<td>Shipper’s declared Value [see clause 7(2) and 7(3)]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total No. of Containers received by the Carrier</td>
<td>Packages received by the Carrier:</td>
<td></td>
</tr>
<tr>
<td>Movement:</td>
<td>Currency:</td>
<td></td>
</tr>
<tr>
<td>Charge Rate Basis Wt/Vol/Val P/C Amount</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Freight Prepaid Total Freight Collect Total Freight</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Above Particulars as declared by Shipper. Without responsibility or warranty as to correctness by Carrier [see clause 11].

RECEIVED by the Carrier from the Shipper in apparent good order and condition unless otherwise noted hereon the total number or quantity of Containers or other packages or units indicated in the box opposite entitled “Total No. of Containers/Packages received by the Carrier” for Carriage subject to all the terms and conditions hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THE TERMS AND CONDITIONS OF THE CARRIER’S APPLICABLE TARIFF) from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable. One original Bill of Lading, duly endorsed, must be surrendered by the Merchant to the Carrier in exchange for the Goods or a delivery order. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of this Bill of Lading by the Merchant.

IN WITNESS WHEREOF the number of original Bills of Lading stated below all of this tenor and date has been signed, one of which being accomplished the others to stand void.

<table>
<thead>
<tr>
<th>Freight payable at:</th>
<th>Number of original Bs/L:</th>
</tr>
</thead>
</table>

NOT VALID