SHIPPER/EXPORTER(COMPLETE NAME A	AND ADDRESS)			BOOKING NO.		(DOCUMENT NO.	.)	EXPORT DEC
				EXPORT REFERENCE	S			
CONSIGNEE(COMPLETE NAME AND ADDRESS/NON-NEOTIABLE UNLESS CONSIGNED TO ORDER			FORWARDING AGENT REFERENCES(COMPLETE NAME AND ADDRESS)					
NOTIFY PARTY(COMPLETE MAILING ADDI	RESS)			POINT AND COUNTRY	OF ORIGIN			
				ALSO NOTIFY(NAME A	ND FULL ADD	RESS)/DOMESTIC F	ROUTING	
PIER OR PLACE OF RECEIPT *	PRE-CARR	RIAGE BY *						
ESSEL VOY	PORT	OF LOADING		TYPE OF MOVE			CONTAINE	RIZED(Vessel only)
ORT OF DISCHARGE	PLACE OF	DELIVERY (BY ON C		FINAL DESTINATION(F	FOR THE MER	CHANT'S REFERENCE	CE ONLY)	
CONTAINER NO. SE MARKS & NOS.	EAL NO NO OF POR CONT			KAGES:DESCRIPTION OF GO	OODS	TOTAL GROSS WI	EIGHT	TOTAL MEASUREME CBM
		7				MP		
Optional Declared Value for An	ncresed freight char	yes to avoid Package	Limitatio	OR	C	NA		
TOTAL NO. OF PACKAGES DR CONTAINERS(IN-WORDS)				na us \$				
OTAL NO. OF PACKAGES OR CONTAINERS(IN WORDS)	Northesed freight chare	es to avoid Package	PER	OR		COLLECT	Date BY	
TOTAL NO. OF PACKAGES DR CONTAINERS(IN-WORDS)				na us \$		COLLECT	Date BY	B(s)/L ISSUE
TOTAL NO. OF PACKAGES OR CONTAINERS(IN WORDS) FREIGHT AND CHARGES RA	ATED AS			na us \$		COLLECT	Date BY PLACE OF	
OTAL NO. OF PACKAGES OR CONTAINERS(IN WORDS)	CARRIER			na us \$		COLLECT	Date BY PLACE OF	B(s)/L ISSUE
AS AGENT FOR THE	CARRIER CO.,LTD. and condition (unless otherwise for transportation from the Place ts and agree to all its terms whet age of this Bill of Lading by the Merchant to the Electronic Release System und the number of Bills of Lading when surrendered all other Bills o	stated herein) the total of Receipt to the Place her printed, stamped or Merchant. Carrier in exchange for Active provided stated at the right, all of	PER	na us \$		COLLECT	Date BY PLACE OF	B(s)/L ISSUE IGINAL B(s)/L SIGNED IS(s)/L ISSUE

Definitions and Tariff

efinitions
neans this document, whether issued as a Bill of Lading or a Sea Waybill, and whether issued in
a alectronic form:

"Bill" means this document, whether issued as a Bill of Lading or a Sea Waybill, and whether issued in paper or electronic form;
"Carriage" means the whole or any part of the operations and services whatsoever undertaken by the Carrier in respect of the Goods covered under this Bill;
"Carrier" means KAMBARA KISEN Co., Lid. on whose behalf this Bill has been signed;
"Container" includes any container (including an open top container), ratiller, transportable tank, flat rack or pallet or any similar article used to consolidate Goods and any ancillary equipment;
"Freight" includes any container (including an open top container, with the applicable Tariff(s) and this Bill, including storage, demurrage and detention;
"Goods" means the whole or any part of the cargo and any packaging received from the Shipper and includes any equipment or Container not supplied by or on behalf of the Carrier;
"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August, 1924 and includes the amendments by the Protocos signed at Brussels in 1968, and 1979, but only it such amendments theremarker the provision of the carrier;
"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels in 1968, and 1979, but only it such amendments theremarker the Provision of the Carrier;
"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules relating to Bills on the Provision of the State of the Provision of the Carrier;
"Hague Rules" means the provision of the time being in possession of or entitled to this Bill an ordering in this Bill and the consignment of Goods or the endorsement of this Bill or otherwise;
"Merchant" includes the Shipper, Consignee, owner, Person owning or entitled to possession of the Goods or of this Bill, Receiver, Holder, and anyone acting on behalf of any such person, including but on

ght forwarders;
individual, group, company or other entity;
individual, group, company or other entity;
means a place so named overleaf or any other place where the Carrier has
the Goods when such place is other than the Port of Discharge;
means a place so named overleaf or any other place where the Carrier has
the Goods, when such place is other than the Port of Cloading;
arns a port or place so named overleaf or any other place where the Carrier has
the Goods, when such place is other than the Port of Cloading;
arns a port or place so named overleaf or any other port or place where the Goods
self for Carriage.

ge; or place so named overleaf or any other port or place where the rt of Discharg

isotharge?" means a port or place so named overtend or any ounce port on prace where one isotharged from the Vessel; charterers and operators of the Vessel or any other vessel (other river), sea, water, rail, road, air or other transport operators or carriers, stevedores, terminal awarehousemen, and any independent contractors or agents employed by the Carrier in of the Carriage and any subcontractor thereof.

See Act, 1936; charter of the Carriage and any subcontractor thereof.

Ludes the vessel named on the face hereof, and any vessel, lighter, harge, ship, watercraft or earns of water transport used in whole or in part for Carriage of Goods under this Bill: Tross Mass* means the combined mass of a Container's tare mass and the masses of all not cargo items including but not limited to pallets, dumage, other packing material and terials packed in the Container and verified by one of the methods of weighing specified in now-VI Bromulation? 2.

er VI Regulation 2.

Carriage" meas carriage by sea or water, and includes the period during which the der the custody of the Carrier for the Carriage at the sea/water terminal of the Port of Post-Originary whether or not no hound the Vessel.

Tariff the Carrier's applicable Tariff(s) ("Tariff") are incorporated kercin. The Merchant's was no Clause 6 hereof. Copies of the relevant provisions of the Tariff(s) are obtainable to the Carrier's applicable Tariff(s) in the case of any inconsistency between this bill and any applicables.

The transmitter of the conditions and conditions are conditions and conditions and conditions he terms and conditions provided for in this Bill shall apply in any action by or against the fee transmitter of damage whatsoever and howsoever occurring (and without restricting the lity of the foregoing, including delay, late delivery and/or delivery without surrender of this Bill is thall not affect in any two conditions of this Bill are separable, and if any term or condition is held to be terms and conditions of this Bill as thall not affect in any way the validity or enforceability of ure term or condition of this Bill.

The terms and conditions of this Bill shall govern the relations between the Carrier and the unit in respect of the Carriage, whether a Bill of Lading is issued or not.

This Bill is accepted by a NVOCC, who has in turn made other contracts of carriage with third, the said NVOCC hereby:

chant in respect of the Carriage, whether a Dui to Lambugh and the Carriage with third lies, the said NVOCC herebis:

If this Bill is accepted by a NVOCC, who has in turn made other contracts of carriage with third ies, the said NVOCC hereby:

andertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by Person, other than in accordance with the terms and conditions hereof, which imposes or attempts the said of the contract of carriage issued by a warrants that all bills of lading or other documents recording the contracts of carriage issued by a warrants that all bills of lading or other documents recording the contracts of carriage issued by a warrants that all bills of lading or other documents recording the contracts of carriage issued by a warrants that all bills of lading or other documents recording the contracts of carriage issued by a warrants that all bills of lading or other documents recording the contracts of carriage issued by a warrants that all bills of lading or other documents recording the contracts of carriage issued by a warrant warrant of the contracts of carriage issued by the carrier is lable, the Carrier is ball the Carrier is ball whatsoever.

or damage is caused partly by a cause for which the Carrier is liable, the Carrier shall the portion of the loss or damage proved by the Merchant to have resulted from the Carrier is the Carrier shall be the Carrier shall carried t

ng before the

y the

of God, of War, of public

under legal process,

of the Merchant, I

er.
If the Hague Rules are applicable by national law, the liability of the Carrier shall in no event ed the limit provided in the applicable national law. If the Hague Rules are applicable otherwise by national law, the liability of the Carrier shall in no event exceed 100 pounds sterling per age or unit.

tional law, the liability of the Carrier shall in no event exceed 100 pounds sterling per a provided in Clauses 3.3(a), 2.3(b) and 28, if Clauses 3.3 pyrates, stud compensation and provided in Clauses 3.3(b), 2.3(b) and 28, if Clauses 3.3 pyrates, stud compensation and considerable of the Goods lost or damaged (SDR stad Drawing Rights as defined by the International Monoteary Fund). Werchant agrees and acknowledges that the Carrier has no knowledge of the value of the higher compensation than that provided for in this Bill may be calimated only when, with the the Carrier, (i) for multimodal shipments to or from the U.S. where U.S. inland carriage is the Merchant elects to avoid any liability limitation provided herein by prepaying extra opting for full liability by complying with the terms in the Carrier's Tariff(s); and (ii) in all the Shipper declares the value of the Goods and requests that the Carrier insert the declared Goods in the box marked "Declared Value" on the reverse of this Bill, and for which extra for the limits laid down in this Bill. Any partial loss or damage shall be adjusted pro rata chet cleared value. Contracting

based on such declared value.

5. Sub-Contracting
5.1 The Carrier shall be entitled to subcontract the whole or any part of the Carriage on any terms whatsoever, including liberty to further sub-contract.

5.2 The Merchant undertakes that no claim or allegation shall be made against any Person who performs or undertakes the Carriage (including all Sub Contractors) other than the Carrier, which imposes or attempts to impose upon such Person, or any vessel owned by such Person, any liability whatsoever in connection with the Goods of the Carriage, whether or not arising out of negligence on the part of such Person and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences between.

For including any Subcontractor) shall have the benefit of every right, exemption from inbility, defence and immunity of whatsoever nature applicable to the

such Peron.

5.4 The provisions of Clause 5.2, including but not limited to the undertakings of the Merchant contained therein, shall extend to claims or allegations of whatsoever nature against other Persons chartering space on the Vessel.

5.5 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person, other than in accordance with the terms and conditions of this Bill, which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Carriage, whether on or arising out of negligence on the part of the Carrier and, should any such claim or allegation nevertheless be made, to indemnify the Carrier against all consequences themsof

i. Preight
1. Freight shall be deemed fully earned on receipt of the Goods by the Carrier, whether the Goods
re lost or not, and shall be paid and non-returnable in any event.
2. The Merchant acknowledges and accepts the stipulations concerning currency in which the
reight is to be paid, rate of exchange, devaluation and other contingencies relative to Freight in the
opticalle Tariff(e).

icable Tariff(s).

Freight has been calculated based on particulars furnished by or on behalf of the Merchant. If particulars are incorrect, it is agreed that a sum equal to double the correct Freight less the Freight leged shall be payable as liquidated damages to the Carrier, provided that the Carrier's Tariff(s) does stipulate otherwise. The Merchant shall indemnify the Carrier for all penalties and legal fees ling from such incorrect particulars being furnished.

All Freight shall be paid to the Carrier by the Merchant in cash without any set-off, counter-claim, continued to the continued of the Carrier by the Merchant of the Merchant of the Merchant of the Carrier by the Merchant of the Carrier by the Merchant of the Carrier by the Merchant of the

control or parameters are a pro-tead of the payment of all freight and/or expenses to the Merchant shall be liable to the Carrier for the payment of all freight and/or expenses to the Merchant shall be liable to court costs, legal fees and expenses incurred in collecting monies due to the arrier. Payment of the Freight to a freight forwards, broker or anyone other than the Carrier or its subtorized agent shall not be deemed payment to the Carrier and shall be made at the Merchant's sole risk. I I son

7. Lists
The Carrier shall have a lien on the Goods and any documents relating thereto, which shall survive The Carrier shall shave a lien on the Goods and any documents relating thereto, which shall survive shomsover due. The Carrier shall also have a lien against the Merchant on the Goods and any shomsover due. The Carrier shall also have a lien against the Merchant on the Goods and any of the Carrier shall show that the Merchant of the Carrier under any other contract. For recovering any sums due, the Carrier shall have the right to self the Goods by public auction or rivivate sale, without notice to the Merchant and the Carrier's lien shall extend to cover the cost of

Description of Goods
This Bill shall be print a

his Bill shall be prima facie evidence of the receipt by the Carrier in apparent external and condition, (except as otherwise noted), of the total number of Containers or other packa

on is made by the Carrier as to the

ods as set out

for and the Merchant shall indemnify and hold the Carrier amage to property of other Persons or injuries or death to needs or the contents thereof during handling by, or who agents, servants or independent contractors engaged by

r are unpacked at the Merchant's premises, ner(s), with interiors brushed and clean, to servants, within the time prescribed in the teutrend as aforesaid within the time losses and/or expenses which the Carrier interior of the Container(s).

a the cost or creain the cost of creain the definition of Merchant in Clause 1.1 shall be jointly and
due fulfillment of all obligations of the Merchant in this Bill.
In all statics, ordinances, regulations or requirements of cost,
the state of the cost of the cost

failure by the Merchant to comply with any provision of this Bill, the Carrier's applicable (s), and/or any applicable circulars or contracts, laws or regulations, and/or pracch of any of the Merchant's representations or warranties or undertakings herein. The Merchant's obligation to so indemnify, defend and hold harmless shall include reimbursement expenses or amounts spent or incurred; including legal fees and expenses, penalties or liabilities of albilities (a) or loss of profit, directly or indirectly arising from or in connection with such failure or deep the contraction of the contr

into Container(s) at the time of receipt, the Carrier shall

in any type of Continuency).

In any type of Continuency).

The proper of Continuency of Continu

ible for any accident, disease, mortality, loss of or damage to live ants arising or resulting from any cause whatsoever including the unseaworthines, and shall have the benefit of all the provisions of with the provisions of this Clause.

airds, reptiles, fish or pums managerites, and shatt nave unanagerites are the Vessel's uneaworthness, and shatt nave unanagerites registering or the Vessel's uneaworthness, and shatt nave unanagerites, and the respective through the representation of Goods areas or if the Carrier has reasonable grounds to believe at any time that, due to their nature or the Goods cannot safely or properly be carried or carried further, either at all or without additional expense or taking measure(s) in relation to the Container or the Goods, the Carrier out notice to the Merchant (tot as his agent only) take any measure(s) and/or incur any lexpense to carry or to continue the Carriage thereof, and/or store them ashore or afloat, under in the open at any place, whichever the Carrier, in his absolute discretion, considered most the Goods whether in store or not, or to effect a sale or disposal of the Goods as may be or appropriate. The Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment, storage, sale or a supposphere of the Carrier's liability shall cease upon such abandomment. Modes, Route of Transport

Modes, Route of Transport

The Carrier may at any time and without notice to the Merchant: use any means of transport or

The Carrier may at any time and without notice to the Merchant: use any means of transport or

The Same of the Same on another including trans-shipping or

The Same on another Vessel or means of transport other than the Vessel named herein; proceed

by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place or port whatsoever once or more often, and in any ordandor load and unload the Goods at any place or port (whether or not any such port is named herein as the port of loading or port of discharge) and store the Goods at any such place or port. 17.2. The Vessel shall always have liberty to dry dock, go to repair yards, shift berths, shift or re-stow the Goods, and take in fuel or stores. These liberties may be invoked by the Carrier for any purpose whatsoever and anything does in accordance with hist Clause or any delay arising therefrom shall not Carrier he held liabe in respect of any such action, the Carrier shall be entitled to the till benefit of the Carrier's delices.

Affecting Performance (Liberty)

s Affecting Performance (Liberty)
time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or
any kind whistoever and howsover arising (even if the circumstances giving rise to
risk, delay, difficulty or disadvantage existed at the time this contract was entered into
were received for the Carriage), the Carriar (whether or not the Carriage is commenced)
for notice to the Merchant and at its sole discretion either:
Goods to the named Place of Delivery by an alternative route to that indicated in this
ich is usual for the Goods consigned to that Place of Delivery (if the Carriar elects to
so of this Clauses II (a), then notwithstanding the provisions of Clause I7 hereol, he
to charge such additional Preight as the Carrier may determine; or
so on as possible, but the Carrier and the route of the contract of the Carrier elects to invoke the terms of this Clause I8.1(b) then he
to such additional Preight and/or storage charges and/or legal fees and expenses as the
ermine; or

additional Fregin amore surrage campos amore services in agree of the Goods and place the Goods at the Merchant's disposal at any place in may at his sole discretion deem safe and convenient, whereupon the Carrier's for of such Goods shall cease. The Carrier shall nevertheless be entitled to full acceptance of the Carriage, and the Merchant shall pay any additional costs of the storage at use in place or port. If the Carrier elects to use an alternative (so) or to suspend the Carriage under Chasse 184 (b) its shall not prejudice his

Goods of an explosive, inflammable, radioactive, corrosive, uson, injurious or any other dangerous nature only upon the application by the Merchant for Carriage of such Goods, which application by the Merchant for Carriage of such Goods, which good to give. Such application must accurately state the precise of Goods as well as the method of rendering them innocuous, hone numbers of the Merchant. It the nature of Goods referred to in 19.1 above is distinctly and the outside of the package(s) and Container(s) and shall also certificates required by any applicable statutes or regulations at

1 Goods are packed in a manner to withstand the risks of Carriago

age to or in connection with

Suit
the general nature of such loss or damage is given in writing
or Port of Discharge if no Place of Delivery is named on the
elivery of the Goods or, if the loss or damage be not apparent,
all be deemed to have been delivered as described in this Bill.
may have been lost or damaged during the custody of
charged from all liability whatsoever in respect of the Goods
otice of loss and notice of claim in time for the Carrier to
Sc-Contractors. It is the Merchard's obligation to inquire as to
guited to voluneer that information.

Goods should have used scarces. We retail to a distribution of place at the Carrier's option yeverage es shall be adjusted, stated and settled at any port or place at the Carrier's option York-Antwerp Rules 1994, and as to matters not provided for by these Rules, awas and usages of the port or place of adjustment, and in the currency selected by the rail average statement shall be prepared by adjusters appointed by the Carrier. An it or bond and such cash deposit as the Carrier may deem sufficient to cover the union of the Goods and any salvage and special charges thereon and any other ies as the Carrier may require shall be furnished by the Merchant to the Carrier before

aided contribution of the contribution of the contribution of the contribution describes as the Carrier may require shall be running as the contribution of the contri

ones on the goots on our carrier enterior enteriory.

And Jurisdiction outract evidenced by or contained in this Bill shall be contained and the contained of t

ramounts

convered by this Bill includes Carriage to or from a port or place in the United
luding its districts, territories and possessions, this Bill shall be subject to US
which are incorporated herein and US COGGA shall govern throughout the entire
his Bill (and not just Waterborne Carriage) from the time of receipt of the Goods
of the goods. If US COGGAs on applies, then with respect to Goods carried
of face hereof to be so carried, with respect to live animals, birds, repitles, fish,
If six or loss or damage by perils inherent in or incidental to such Carriage shall
hant, and in all other respects, the Carrier shall have benefit of the provisions of
the defences and inhaltations in US COGGA, whether on the the loss of
or the defences and limitations in US COGGA, whether on the loss of
the Carrier shall be

a. der US COGSA, it is agreed that the meaning of the word "package" tised assemblage of carrons which has been palletised and/or unitised ant, regardless of whether said pallet or unit is disclosed on the front neither the Carrier nor the Vessel shall, in any event, be or become too rin connection with the Goods in an amount exceeding \$500.00 is per package, or in the case of Goods not shipped in packages, per \$600 is not packages, per package, or in the case of Goods not shipped in packages, per \$600 is not packages, per package, or in the case of Goods not shipped in packages, per \$600 is not package, per \$600 is not packages, p

Ha

28. Hamburg Rules
28. Hamburg Rules
28. I Anowithstanding the terms of Clause 26 herein if proceedings are brought before the courts of a Contracting State to the United Nations Convention on the Carriage of Goods by Sea 1978 (the Hamburg Rules) or the courts of any State whose antional legislation makes the Hamburg Rules or such national legislation to be compulsorily applicable to this Bill, then in those circumstances only shall this Bill take effect subject to the Hamburg Rules or such national legislation and any term of this Bill decogning therefrom to the deminent of the Merchant dalla be sold to that execut hor to further described to the Merchant dalla be sold to that execut hor to further the subject of the deminent of the Merchant dalla be sold to that execut hor to further the subject of the deminent of the Merchant dalla be sold to that execut hor to further the subject to the Hamburg Rules in any proceedings before courts in a Non-Contracting State.