## SCHENKER*ocean*

## ORIGINAL Ocean or Combined Transport Bill of Lading

(1) Shipper/Exporter THE TEST SHIPPER		(4) B/L No. RTMOE123456789
THE TEST SHIPPER POSTBUS 123		RTMOE123450789
1234 AH GELDROP		(5) Reference Nos.:
NETHERLANDS		12345678901234 / RTMOE123456789
(2) Consignee		(6)
TEST CONSIGNEE		SCHENKER LOGISTICS NEDERLAND B.V.
2ND ROW CONSIGNEE STR. 123		TEST STREET 123
12345 DÜSSELDORF GERMANY		3089 JW ROTTERDAM
		NETHERLANDS
(3) Notify Party		(7) For Delivery of Goods apply to:
SAME AS CONSIGNEE		THE IMPORTING COMPANY
		2ND ROW THE IMPORTER STREET
		P.O. BOX 1234, 12345 DÜSSELDORF GERMANY
		TEL: 1111111 FAX: 2222222
(8) Vessel/Voyage (see clause 16.1 of the Bill	of Lading terms)	(11) Place of Receipt (Applicable only when document used as Combined Transport B/L)
MSC TESTER / IP037A		GELDROP (DOOR)
(9) Port of Loading	(10) Port of Discharge	(12) Final Destination (Applicable only when document used as Combined Transport B/L)
ROTTERDAM	DÜSSELDORF	DÜZSELDORF (CFS)
		- F JR MERCHANT'S USE ONLY AND NOT PART OF THE BILL OF LADING CONTRACT
(13) Kind of packages; description of goods; r TEST CONSIGNEE 2		(14) Gross Weight (15) Measurement 500.000 KGS 0.500 CBM
2ND ROW CARDBOARDBOXES		
CONSIGNEE STR.	STEEL SPA	
123		VIIC ROBOTS
12345 DÜSSELDORF GERMANY	HSC: 847	
LOADED INTO		LLDORF BY SEA
CONTAINER:		
ABCD7800572		
SEAL:		
SEAL123456789		
TOTALS: 2		500.000 KGS 0.500 CBM
101111111111111111111111111111111111111		
FREIGHT PREPAID		
Above particulars as declared by Shipper, but	without responsibility of or representation by the	Carrier (see clause 8)
(16) Carrier's Receipt (see clauses 1 and 8)		RECEIVED by the Carrier in external apparent good order and condition unless otherwise stated the number of containers, packages or other customary freight
Total number of containers or packages 2 received by Carrier:	7)	units to be transported to such place as agreed, authorized or permitted herein and subject to all the terms and conditions appearing on the front and reverse of
(17) Freight and Charges (18)	Prepaid (19) Collect	and Subject to all the terms and conditions appearing on the most and reverse of this Bill of Lading either written, printed or stamped or otherwise incorporated by which the Merchant agrees to be bound in accepting this Bill of Lading. The
/_<	,	by which the Merchant agrees to be bound in accepting this bill of Lading. The particulars given above as stated by the Merchant and the weight, measure, quantity, marks, condition, contents and value of the Goods considered unknown
4//		quantity, marks, condition, contents and value of the Goods considered unknown by the Carrier. In witness whereof the number of original Bills of Lading stated on this side have been signed and wherever one original Bill of Lading has been
		on this side have been signed and wherever one original bill of Lading has been surrenderred any others shall be void.
		(20) Designed Company (Control of Control of
		(20) Declared Cargo Value (see clause 7.3): (21) Number of Original Bills of Lading:  NO VALUE DECLARED 3/THREE
		(22) Place and Date of issue of B/L:
		ROTTERDAM 17-SEP-2020  (23) Signed and issued as agents for SCHENKERocean as Carrier by:
		SCHENKER LOGISTICS NEDERLAND B.V.
		SOUTHWELK HOOISIICS MEDELLIAND D.V.
		ORIGINAL
		OKIOINAL

RECEIVED by the Carrier in external apparent good order and condition unless otherwise stated the number of containers, packages or other customary freight units to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading either written, printed or stamped or otherwise incommodation by which the Mexicand ansees to be hought in scentificing bill of authorise.

erwise incorporated by which the Merchant agrees to be bound in accepting mis or in caming.

\*\*Carriage\*\* means the whole or any part of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods covered by this Bill of Lading.

\*\*Changes\*\* means the whole or any part of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods covered by this Bill of Lading, and the Carrier on the Service of the Serv

"Container" includes any container, trainer, trainer, transportable tank, Ill van, flat, platform pallet or any similar article of transport used to consolidate Goods and any connected or accessory equipment.

"Goods" include the whole or say staff of the corp soughtied by the Mexichant and Includes any Container or packing or equipment on suggested by no me hard of the Currier.

"Goods" include "Insent the provisions of the International Convention for Uniform Orders in Nutre and early to Bills of Lading spired at Brusselo on 25 August 1784.

"Haspen-Vallay Realist" means the Haginer Nutre as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractably applying the sale Releas as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractably applying the sale Releas as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractably applying the sale Releas as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractably applying the sale Releas as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constituted as the sale of the Bill of Lading, importer, exporter, any person having a present or future interest in the Coods and any person admin on better any person and person and the Bill of Lading or the Bill of Lading or if both the Place of Recept and the Relation and Receivery Finds and Release of Recept and the Release of Delivery on the front hereof specify any place or port which h

udes filled, consolidated, packed, loaded or secured.

In any waterborne craft used in the Carriage under the Bill of Lading which may be a feeder vessel or an ocean vessel.

"Vissal" nears any waterborne cord used in the Carriage room me on a unany terror way on your properties.

AGREER'S TAME!

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The provisions or the Lamer's applicable Tain's, way, are an exposure teams, or the provision of the population of the p (1)

described.

This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith. (2)

Into a term, accompliant to primary and one primar some encourage of the Caminer of the Goods as herein described. However, proof to the contrary shall not be admissible when this life Liddings been encounted on the state part setting proof state.

SUB-CONTRACTING

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The Methods undertakens that no claim or adjustion without entirely in contract, too, Indiameter or denivers that the made against any person or vessel whitstoever, other than the Carrier, including, but not limited to the Carrier's servants or agents, any independent contractor and its servants or agents, servedores, terminal and groupage operators, road and expendent or the contractor of the servants or agents, servedores, terminal and groupage operators, road and interest by whom the whole or any part of the Carriery, whether directly or indirectly, a province performed or undertakens which imposes or discovered periods and any any and the Carriery of the most or period or undertakens which imposes or discovered in the contract of the cont

(3)

(4)

The Mechant shall defend, indemnify and hold harmless the Carrier againsts any claim or liability (and any suppress and all consequences arising thereform) arising from the Carriage of Coods issorder as such claim or lability are made of the his mile of Lading (and all pages) in any action against the Carrier whether the action can be found in contract, in tot in ballment or CARRIER's RESPONDIBLITY
CLAUSE PRAMADUNT
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(ii)

isolating and not exceed in any consentances SOR 680 for per javadage of enjoying unit or SOR 2.00 per kills of the gross weight (intrinser is less) of the Cootes foot, damager or delayed or, where carriage includes Carriage to, through or form a port in the United States of America, USS500 per package or shipping unit or USD 2.00 per kills of the gross weight of the Cootes foot, from the Cootes (intrinser is less). Where the stage of Carriage where the less or damage occurred can be proved.

The liability of the Carrier shall be determined by the provisions contained in any international convention or national law of the country which provisions cannot be departed from by provision contained in any international convention or national law of the country which provisions cannot be departed from by provision to the determined the Mechant, and would have applied if the Mechant had made a separate and direct control with the Carrier in respect of the proficial retage of Carriage where the loss or damage or delay occurred in the second control of the Carrier in the second control of the proficial retage of Carriage where the loss or damage or delay occurred in the second control of the proficial retage of the Mechant had made a separate and direct control with the Carrier in respect of the proficial retage of Carriage of the second control of the proficial retage of Carriage (SA) above. The proficial retage of the Mechant had retaged to the second control of the proficial retaged of the proficial retage of the proficial retage of the proficial retage of the second control of the proficial retage of the proficial re

by carriers (one or more) and such transportation shall be subject to the intend carriers' contracts of carriage and tariffs in violence category the loss of entange coursed and any law compository application. The Carrier shall not be late for any isos, damage, or delay to Goods during such transportation as provided in Clause (1)(ii) above.
GENERAL PROVISIONS

DEBY, Corresportation can be that the Goods or any documents relating fleneres shall arise or be available at any point or place during the Carriage or at the Place of Delivery at any particular requirement of the Merchant or any marked or use of the goods and the Merchant agrees that save as otherwise provided fleners, the Carrier shall under on committances whitstore be failed for any intend. Indeed consequential loss, loss of profits or loss of marked or loss of revenue or use claims, purifies or exemptiny damages or damage caused by delay or any other cause whitstorew and hossower caused. Without prejudice be the foreign.

Once the Goods have been received by the Carrier for Carriage, the Merchant shall not be entitled enter to insecure caused. Without prejudice be the Telegraph or other changes applicable to the revenue stage of the Carriage or Carriage, the Merchant shall not be entitled enter to instruct or require delivery distructions and the stage of the Carriage or the Delivers of the Intended marrier of preferentiates of the Carriage or the Delivers of the Intended marrier of preferentiates of the Carriage or the Delivers of the Intended marrier of preference of the Carriage or the Delivers of the Intended marrier of preference of the Carriage or the Delivers of the Intended marrier of preference of the Carriage or the Delivers of the Intended marrier of preference of the Carriage or the Delivers of the Intended marrier of preference of the Carriage or the Delivers of the Intended marrier of preference of the Delivers, statistics, stage damages, costs, delay, starting from any stoppage (leither temporary to prematerin in the Carriage of the

metabolishing with entirely set reclassing height parties. As to clock stappes or load, the finitiation spiritude sheets balled on eine instance provides the control of the same of minimization as to Cooks sheets hour.

Food set.

It is agreed that superficial result, colidation or any like condition due to measture, in or a condition of damage but is inherent to the nature of the Cooks and active of the Cooks

Notice of Loss of Damige!

The Carrier shall be General prims face to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage or delay to, the Goods, indicating the general nature of such loss, damage or delay shall have been given to the Carrier or his representative at the Place of Delivery before or at the time of removal of the Goods in to be caused on the carrier of the carrier

Isabe for any loss, damage or delay incurred either for the Cooks, the Carriage or to the carrying vested as a result of such inspection including the cost of opening, unstalling impection or regulation, with cost stalls be recoverable by the Carrier from the Mechanist apart of the Changes.

COMPENSATION AND LABILITY

COMPENSATION AND LABILITY

Subject always to be Carrier's sight to limit liability as provided for herein, if 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 mindex value of the Cooks place changes and instancer it paid. If there is no motice value of the Goods or if any such invoice is not bose fide (and in the carrier) and the carrier is not because the carrier is not invoice value, and the carrier is not invoice value of the Cooks and the label of the Cooks and the label of the carrier is the carrier is not invoice and the label of the carrier is the carrier is the carrier is not invoice and the carrier is not invoice and the carrier is not invoice and the carrier is the carrier is not invoice and the carrier is not invoiced in the carrier is the Cooks and the label of the decorating to the carrier is not invoiced in the third in the carrier is not invoiced to the carrier is not invoiced in an amount of the Carrier or the Vessel according to Cooks is to the carrier is not invoiced in an amount of the Carrier or in the Vessel

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DESCRIPTION OF GOODS

This Bill of Lading shall be prims facile evidence of the receipt by the Carrier in apparent good order and condition save as may be otherwise noted of the total number of packages or units or containers comprising or in which the Goods have been packed or sulfied.

This Bill of Lading shall be prims facile evidence of the receipt by the Carrier in apparent good order and condition save as may be otherwise noted of the total number of packages or units or containers comprising or in which the Goods have been packed or sulfied.

The description and particulars of the Goods and the Carrier shall have been packed by the Merchant and the Merchant warrants to the Carrier that the description and particulars of the Goods set of or the face hereof are familished by the Merchant and the Merchant warrants to the Carrier that the description and particulars for closes set out on the face hereof are familished by the Merchant and the Merchant are true, adequate and cornect. The Merchant is Merchant are true, adequate and cornect. The Merchant is

ain, contraband, prohibited or liegal substances or articles, drugs or stowaways and that neither the Goods nor the Carriage thereof will cause any loss, expense or delay to the er or to he Vessel or low symbol errugs of their ple Carriage.

CHANT'S RESPONSIBILITY

Metherath stall accompt, with all applicable laws, regulations and requirements of customs, port and other authorities and shall bear and pay (or indemnify the Carrier if the latter be obliged to pay fest) all duties, tuses, firest, imposts, expenses, and losses incurred or suffered and be labele for all losses (whether direct, indirect or consequential), damages, design and any attention refers in respect of the Goods by reason of any Rigal, incorrect, unitary, or insufficient declaration, marking, number or addressing of the Goods in Losse, but without limitation, in case of any such non-compliance the Carrier and/or its agents shall be at liberty to reserve not to load the Goods or, ill collect, but without compensation to the Metheral and such shall be deemed to constitute due delivery on the first Bill of the Carrier and the Carrier and the deemed to constitute due delivery on the first Bill of (2)

patients for a window immediate, and the process of the landed and shored without compensation to the Merchant and such shall be deemed to constitute due delivery under this Bill of Ladring.

The Merchant undertukes that the Cooks are packed in a manner, and if applicable stiffed into a Constitute (in the case of not being stiffed by or on behalf of the Carrier), adequate to without the continuity risks of carriage having regard to their nature and in complance with allow, regulations and requirements within they be applicable.

The Merchant shall be liable for the loss, damage, contamination, soling, deleration or demurrage before, during and dark the Carriage of properly (including, but not instead to include to the Carrier and appeals of all the Carrier and the Carrier and appeals of the Carrier and a sevented or thinked the continued to the Carrier and a result of the Merchant's faller to comply with Clause 9(2) above including but not limited to environmental damage or loss, clean up costs, removal of nazardous manifest or substances and fines improach by governmental appeals or part and appeals or plant and appeals or plan

Single packages with a weight exceeding 1,000 kilograms gross weight not presented to the Carrier in enclosed Containers or overweight Containers must be declared in writing by the Merchant before receipt by the Carrier. The weight of each such package must be clearly marked on the outside of such package in letters and figures not less that five (5) centimeters

all losts of disrange or seasony services of disrange or seasony services or regulations that may be applicable during the Cartinger concurring to comply with all laws or regulations that may be applicable during the Cartinger concurring to comply with the provisions of Clause 10(1).

\*\*RAME-BOULS GOODS\*\*

\*\*RAME-BOULS\*\*

\*\*RAME-BOULS

COMTAINERS

COOKINATIONS

COOK

The invariant part of the Carrier, this sub-classe (iii) shall only sapy! Be invalidably or defective condition of the Containe provided that when the Container has been supplied by or on behalf of the Carrier, this sub-classe (iii) shall only sapy! Be invalidably or defective conditions store (ii) without any want of dee diligence on the part of the Carrier or (ii) would have been apparent upon reasonable inspection by the Merchant at one for the fine when the Container was staffed the Merchant at early one for (A)(A)(a) above.

The Merchant staff container was staffed by the Carrier and if any such Container is delivered by the Carrier with to originals asset as all staffed by the Carrier and it any such a container was staffed by the Carrier and if any such Container is delivered by the Carrier with to originals asset as all staffed by the Carrier and it any such asset as a staffed by the Carrier and it any such asset as a staffed by the Carrier with a long-rate sale as affected by the Carrier with a long-rate sale as affected by the Carrier with a long-rate was a staffer of the carrier with a long-rate was asset to a staffer of the carrier with a long-rate was a staffer of the carrier with a long-rate was a staffer of the carrier with a long-rate of the carrier was asset when the carrier was the carrier was positionally as the carrier was asset when the carrier was the carrier was long-rate with the time prescribed in the Carrier's applicable Tariff, the such asset of the carrier's applicable Tariff, the such asset of the carrier's applicable Tariff, the such asset the carrier's applicable Tariff, the such asset that the Carrier assumes responsibly to return the empty Containers as and expenses arising and any such as a staff of the Carrier's applicable Tariff, the such asset that the Carrier assumes responsibly to return the empty Containers and expenses of whistoner rature is carrier assumes responsibly to return the empty Containers and consists and order with any the classes and depenses and companies a

PERSHAUE CARGO

Codes including those of a peritability nature, shall be carried in ordinary Containers unless there is noted on the Bill of Lading that the Goods need specific protection. The Merchant undertakes not to tende for transportation any Goods which require refigerated, heating, verification or other control without previously giving written notice (and filling in the box on the root of this Bill of Lading the Bill of Lading has been repeated by the Merchant or a person sading on his beating) of the nature of the Goods and the particular particular to contain the Container has been proporty and the container than the Container has been proporty pre-coded for pre-heated as applicable, that the Goods have been proporty shaffed in the Container and that its thermostatic contains have been proporty as by the Merchant of perits or repeated as applicable, that the Goods have been proporty shaffed in the Container and that its thermostatic container are not designed to monitor and control humidly levels and the Currier does not guarantee the maintenance of any particular humidly level shaffed any of the above requirements are not confered with the Carminer shaff not be tabled for every loss of or damage by the Goods however storing.

The proposal particular humidly levels and the Carminer does not guarantee the maintenance of any particular humidly level humidle and provided that the Carminer shaff before or at the beginning of the Carminge exercise due disperce to maintain the refigerated Container in an efficient state.

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INSPECTION OF GOODS
The Carrier or any new

Carrier or any person authorised by the Carrier shall be entitled but under no congainance or gene many and any any and any any and a straight of the Carrier shall be entitled by any informer, sink, danger, delay, officially or disadvantage of whatcover any time the Carriage. The Vessel or other goods on boad the Vessel are or as they be defined by any informer, sink, danger, delay, officially or disadvantage of whatcover any time to be a straight or any any and a straight of the carrier shall be under the carrier shall be carried by the straight of the carrier delay of the carrier does not be straight as commenced without ordice to the Mechant, the Carrier is lased disadvantage in standard and the straight and the straight and the straight of the Carrier does so, he shall be entitled to charge such additional charges as the

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Carage, in any event the Casime shall be existed to but changes on Costo and Carage, and the Mechanic stand pay any abditional costs resulting from the above membrane committee.

Carage, in any event, the suppositional part of the Casima and the

seek. Anything done in accordance with (1) above or any oetaly arrang smemous reason.

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reason whatsoever in connection with carriage of ass/nd Goods or investod.

Where tood explained as the Port of Lossing or Paine of Reveging prices that for Coods carried on or above deck that the Carrier must have the agreement in writing of the Merchant Where tood explained as the Port of Lossing or Paine of Reveging and Ref(2) is a bit to read as may be required to great the Carrier and the Carrier and the Carrier applicable. The Carrier applicable Tailf. The Carrier shall be entitled without notice to remove from a Container the Goods or that part thereoff as that fine or not accommodate as may be provided by the Carrier applicable Tailf. The Carrier shall be entitled without notice to remove from a Container the Goods or that part thereoff as thatfel on or not a Container than the Goods or that part thereoff and Lossing and thereopen as listed by the Carrier character for the Carrier.

The Merchant falls or retinate to the Carrier.

The Merchant falls or retinate to the Carrier with the Carrier of the Merchant to the Carrier.

The Merchant falls or retinate to the Section of the Carrier the Carrier of the Car

connection to cover the estimated contribution in respect of the Cooks and any salvage and special charges thereon.

The Carrier shall be under no obligation to be any set up without or collect social by Germal Average contributions due to the Merchant.

CHARGES

Charges are been defined thin reamed on recipil of the Cooks by the Contrier whether or not such Charges or any of them are stated on the time of the Bill of Ladings and shall be paid and the paid of the paid in the paid i

The Methods that all pay all Charges populate by way of return freight or otherwise in me even war any any and the control of believing due to applicable but.

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The Caller, its severation or agent shall have a lien on the Goods and any documents relating thereto for all sums whatcover earned or due at any time to the Carrier from the Methods under this Bill of Lading and/or any other contract or paid by the Camber, including but not limited to any liens or penalties leved on the Carrier, for any acts or missions which the Methods in a responsible and to General Average controllance to whomeover the care and for the cost of receivering the same. The Carrier is than been for the cost of the Carrier which have the register to expend the control of the Methods and the Methods and the Methods and the Carrier which have the control of the Carrier which have the representation of the Carrier which have the control of the Carrier which have the event of the Carrier which have been developed to the Carrier which have been the Methods and the control of the Carrier which have been the Methods and the control of the Carrier which have been the Methods and the control of the Carrier which have been the Methods and the Carrier which have been the control which the control of the Carrier which have been deal authority of the Carrier whom have the auth authority of the Carrier who

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contained herein.
JURISDICTION AND LAW CLAUSE

The contract evidenced by or contained in this Bill of Lading shall be governed by and construed in accordance with Hong Kong law and, save as may be computed y applicable under the local law of the place of loading or that of discharge, any dispute arising hereunder shall be determined in the Courts of Hong Kong to which jurisdiction both the Merchant and the Carrier invexuoally apple to submit.