SCHENKER*ocean*

ORIGINAL Ocean or Combined Transport Bill of Lading

	<u> </u>	
(1) Shipper/Exporter THE TEST SHIPPER		(4) B/L No. RTMOE 999999999
POSTBUS 123		KIROEJSSSSSS
1234 AH GELDROP		(5) Reference Nos.:
NETHERLANDS		12345678901234 / RTMOE123456789
(2) Consignee		(6)
TEST CONSIGNEE 2ND ROW		SCHENKER LOGISTICS NEDERLAND B.V.
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	cooning control	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)
BELOW PARTICULARS FURNISHED	BY SHIPPER – CARRIER NOT RESPONSIBLE –	F JR MERCHANT'S USE ONLY AND NOT PART OF THE BILL OF LADING CONTRACT
(13) Kind of packages; description of goods; ma	rks and Numbers; Container No./Seal No.	(14) Gross Weight (15) Measurement
TEST CONSIGNEE 2 P 2ND ROW	PALLETS SLAC. 2	
CONSIGNEE STR.	CARDBOARD	
123	STEEL SPA	
12345 DÜSSELDORF		TIC ROBOTS
GERMANY	HSC: 847	99070
LOADED INTO	CIF DÜSSE	LDORF BY SEA
CONTAINER:		
ABCD7800572 SEAL:		
SEAL123456789		
02112120100700		
TOTALS: 2		500.000 KGS 0.500 CBM
	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
FREIGHT PREPAID		
Above particulars as declared by Shipper, but vit	thout 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
(17) Freight and Charges (18) P	repaid (19) Collect	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 incorporated 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 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 surrenderred any others shall be void.
		(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.
		ODICINAL

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 asserts to be under in according this Bill of Lading.

inviteir incorporated by which the Merchant agrees to be bound in accepting mis or in Caming.

DEFINITIONS

"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, the Service of Carrier on Notice behalf this Bill of Lading has been signed means Schrieberccean Ltd, SSF. Skyline Tower, 39 Wang (knong Road, Kowloon Bay, Hong Kong, S.A.R., China, "Changes" includes teight, all expenses, costs, detention, demurage and any other money obligations incurred and payable by the Merchant and all collection costs for freight and other amounts due from the Merchant citizating advisory fires and count costs.

"Coolan" means the Carriage of Cooch 50 Yea Act of the United States of America approved on 16 April 1930.

"Combined Transport arises where the Carriage clasted for by the Bill of Lading in on Port to Port."

"Container" includes any container, saler, transportable tank, lift van, flat, platform palet or any similar article of transport used to consolidate Goods and any connected or accessory

"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 Rainer "means the Haging Niets as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractually applying the sale Rales as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractually applying the sale Rales as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading shall be constructed as contractually applying the sale Rales as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading, shall be constructed as contractually applying the sale Rales as amended by the Protocol signed at Brusselo on 25 February 1988 (provided that nothing in his Bill of Lading, which is a supplied to the Protocol shall be constructed as a supplied to the Rales of Receipt of the Bill of Lading or Irish the Place of Receipt and the Place of Declevely and the Bill of Lading or Irish the Place of Receipt and the Place of Declevely and the Bill of Lading or Irish the Place of Receipt and the Rales of Receipt and Rales of Receipt

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.

"Vessel" 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 exceptioned relative, and a recognition of the propriet of the provision of the Goods and this state of the provision of the Goods and the Goods and the provision of the Goods and the provision of the Goods and Goods (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 some encourage of the Caminer of the Goods as herein described. However, proof to the contrary shall not be admissible when this life Ladings have been regulated or transferred for valuable consideration to a first part acting proof status.

SUB-CONTRACTING

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The Metrodatal undertakens that no claim or adjustion withher stating in contract, too, Indiameter or denivers that the made against any person or vessel whatsoever, 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 interest them to the contract or agents, any independent contractor and its servants or agents, servedores, terminal and groupage operators, road and interest by when the whole or any part of the Carriery, whether directly or indirectly, a province performed or undertakens which imposes or discovered in province or any such person and province that the contract of the province of the part of such provinces are administrated any liability whatsoever in connection with the codos whether arising of of registering or on on the part of such person or vessel and any claim or allegation and undertweet better made to defend, indemnity and told harminess the Carrier against any contracting any contracting and consequences thereof. Without prejudice to the foregoing every such person and vessel shall have the benefit of all provisions been benefiting the Carrier and provisions, does not only on his now health and to all the against any contracting and the carrier and provisions, does not only on his now health and the advances are provisions, does not only on his now health and the advances are provisions, does not only on his now health and the advances are provisions, does not only on his now health and the advances are provisions, does not only on his now health and the advances are provisions, does not only on his now hea

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(4)

The Mechant shall defend, indemnify and hold harmless the Carrier against any claim or liability (and any suppress and all consequences arising thereform) arising from the Carriage of Coods issord are such claim or lability among the liability provided for in this Bill of Lading (and the Carriage of Coods) and the Carrier whether the action can be found in contract, in tot in ballment or CARRIER's RESPONDIBLITY

CLAUSE PARAMOUNT

CLAUSE PAR

(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 second control of the proficial retaged of t

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

DEVELOPMENT CONTRACTION C

metabolishing with entirely one or acculating height parties, and is clock stappes or load, the finitiation application freeds believe one emission and spring before the consistence of the savered or finitiation as a Goods application freeds in bulk.

Food at the Contract of the contra

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 the carrier is

Of the same effects of deemed to be the decorates assumed.

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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 Carrier shall be carried 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 furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including any other particular furnished by or on behalf of the 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 the Carriage. The Charter is the Carriage thereof will cause any loss, expense or delay to the error to the Vessel or to any other carriage thereof will cause any loss, expense or delay to the Enterth and control will all packed the Carrier if the latter be obliged to pay fest; all duties, taxes, firest, imposts, expenses, and losses incurred or suffered and be labele for all losses (whether direct, indirect or consequential), damages, delay and any attenument prefers in respect of the Goods by resears of any Rigal, incorrect, unitary, or insufficient declaration, marking any time or addressing of the Goods in Carriage and the Carriage an (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 the place place. The Merchant shall be inticle for the loss, damage, contamination, soling, deterition or demurage before, during and dark the Carriage of property (including, but not inside to in. Received in the Carrier and appeals on all the Carrier and the Carrier and appeals on the Carrier and appeals of an advantage of the Carrier and a research of the Merchant's faller to comply with Clause 9(2) above including but not limited to environmental damage or loss, clean up coats, removed in number of the Carrier and a research of the Merchant's faller to comply with Clause 9(2) above including but not limited to environmental damage or loss, clean up coats, removed in number of the carrier and a section of the carrier and a section of the carrier and appeals of all provisions of the Bill of Lading or applicable law or from any cause in convention with the Carrier in not responsible.

The Merchant carrier to responsible to the Carrier or his agent, the name and contact details of the continuer for dataling. New York of the Carrier is not responsible to provisions of the Carrier in notioned Containers on overweight Containers and the detailed of which the Carrier in notioned Containers and the detailed of which the Carrier in notioned Containers or overweight Containers and the detailed of the Bill of Lading.

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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

Interfaces course receipts of year. Secretary and the Carrier shall not be lable for any loss or damage resulting from such failure and the Merchant shall indemnify the Carrier against all loss or damage or liability suffered or incurred by the Carrier as a result of such failure.

3) The Merchant agrees to comply with all less or reliabilities that may be applicated earling the Carrier against all less or reliabilities that may be applicated earling the Carrier against any and all loss or damages or liability suffered or incurred as a result of the Merchant's failure to comply with the provisions of Clauses 10(1).

***NERGINER CARRIER**

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

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COMTAINERS

COOKINATIONS

COOK

The invariant of the Carrier, this sub-dase (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-dase (iii) shall only sapy! Be invalidably or defective conditions store (ii) without any want of due 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 one for (in Algo) above.

The Merchant staff collective, indexing and sealing all Containers and staffed by the Carrier and if any such Container is delivered by the Carrier with its originals asset as all staffed by the Carrier and it any such accordance is delivered by the Carrier with to originals asset as all staffed by the Carrier with a container was staffed by the Carrier with a container and it any such accordance is delivered by the Carrier with to originals asset as all staffed by the Carrier with a container was also asset to the carrier with a container and it any such accordance to the carrier with a container and any such accordance by the Carrier with a container of any particular type of quality. The Merchant and inspect the Container prior to stuffing and use of such Containers and be deemed to be acceptance by the Merchant of it being sound and substance of the carrier's applicable Tariff, the such asset that the carrier with the time prescribed in the Carrier's applicable Tariff, the such asset that the Carrier was the carrier's applicable Tariff, the such asset that the Carrier's applicable Tariff, the such asset that the Carrier's applicable Tariff, the American the Carrier's applicable Tariff, the carrier's appli

PERSHAUE CARGO

Codes including those of a peritable 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-hasted as applicable, that the Goods have been proporty shaffed in the Container and that its thermostatic contains where been proporty and by the Merchant or particular provided 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 shaff with the Container are not designed to monitor and control humidly levels and the Currier does not guarantee the maintenance of any particular humidly level had not the Currier related to the Container are stripped to monitor and control humidly levels and the Currier does not guarantee the maintenance of any particular humidly level had not any companies of the Currier in particular humidly level shaff or the Container are stripping.

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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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THE CARCA DURSTOCK

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

Where tood explained as the Port of Lossing or Place of Reseaple provides that for Coods carried on or above deck that the Carrier must have the agreement in writing of the Merchant Where tood explained in the Carrier is entitled to call upon the Merchant to take delivery thereof as may be provided by the Carrier's applicable Tailf. The Carrier shall be entitled without notice to remove from a Container the Goods or that part thereoff shall be added to a may be provided by the Carrier's applicable Tailf. The Carrier shall be entitled without notice to remove from a Container the Goods or that part thereoff shall entitle on or an October of the Goods or that part thereoff shall cross the container than the container that the container that thereoff shall cross the container than th

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 recipit 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 Callers. For any acts or omissions which the Methods in a responsible and to General Average controllance to whomeover the call on the Total Carrier from the Methods under the separation of the callers and the termination of the Callers and the termination of the Callers and the termination of the Methods and the Callers and the Callers and the Methods and the Callers and the Callers and the Callers and the Methods and the Methods and the Methods and the Methods and the Callers and

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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.