

Shipper

Member of
Japan International
Freight Forwarders
Association Inc.

B/L No.

MULTIMODAL TRANSPORT BILL OF LADING

Consignee

Sojitz Logistics Corporation

Notify Party

Received by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the Goods, or the Container(s), or package(s) said to contain the cargo herein mentioned, to be carried subject to all the terms and conditions appearing on the face and back of this Bill of Lading by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, from the Place of Receipt or the Port of Loading to the Port of Discharge or the Place of Delivery shown herein and there to be delivered unto order or assigns. This Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order. In accepting this Bill of Lading, the Merchant agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and of the Carrier's applicable tariff, whether written, typed, stamped or printed, as fully as if signed by the Merchant, any local custom or privilege to the contrary notwithstanding, agrees that all agreements or freight engagement for and in connection with the Carriage of the Goods are superseded by this Bill of Lading.

Pre-carriage by

Place of Receipt

Party to contact for cargo release

Vessel

Voy. No.

Port of Loading

Port of Discharge

Place of Delivery

Final Destination (Merchant's reference only)

Container No.
Seal No.
Marks and NumbersNo. of
Containers
or Pkgs

Kind of Packages; Description of Goods

Gross Weight

Measurement

VOIDTotal number of Containers
or other Packages or Units
(in words)

Merchant's Declared Value (See Clauses 18 & 23):

Note:
The Merchant's attention is called to the fact that according to Clauses 18 & 23 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the Goods.

Freight and Charges

Revenue Tons

Rate

Per

Prepaid

Collect

Exchange Rate

Prepaid at

Payable at

Place and Date of Issue

Total Prepaid in Local Currency

No. of Original B(s)/L

In-witness whereof, the undersigned has signed the number of Bill(s) of Lading stated herein, all of this tenor and date, one of which being accomplished, the others to stand void.

Vessel

Laden on Board the Vessel

Date

As Carrier

Sojitz Logistics Corporation

Port of Loading

By

An enlarged copy of back clauses is
available from the Carrier upon request.

(TERMS CONTINUED ON BACK HEREOF)
©JIFFA MODEL FORM (22-03)

This document is protected by anti-counterfeiting measures.

Particulars furnished by Merchant. All descriptions contained herein considered unknown to the Carrier.

JAPAN INTERNATIONAL FREIGHT FORWARDERS ASSOCIATION INC. (JIFFA)
TERMS AND CONDITIONS OF MULTIMODAL TRANSPORT BILL OF LADING (2013)

1. DEFINITIONS

- (1) "Carrier" means the company mentioned on the face hereof by whom or in whose name the contract of carriage is concluded with a Merchant and who assumes responsibility for the performance of the Carriage hereunder.
- (2) "Sub-Contractor" means the carrier, charterers and operators of vessels, stevedores, terminal operators, warehousemen, road, rail, sea, water and air transport operators and independent contractors and their respective servants, agents and sub-contractors, whose services the Carrier procures for the performance of the whole or any part of the Carriage.
- (3) "Cargo" means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods.
- (4) "Container" includes any container (including any open top, flat rack or platform container), pallet or any other similar article of transport used to consolidate goods.
- (5) "Goods" means the cargo described on the face hereof and, if the Goods are packed into a Container supplied or furnished by or on behalf of the Merchant, includes the Container as well.
- (6) "Merchant" includes the Shipper, Consignee, owner and receiver of the Goods and the holder of this Bill of Lading and any person acting on behalf of any such person.

2. CLAUSE PARAMOUNT

- (1) As far as this Bill of Lading covers the Carriage of the Goods by sea or inland waters, this Bill of Lading shall have effect subject to the provisions of the International Carriage of Goods by Sea Act of Japan, enacted 13 June 1957, as amended 3 June 1972, (hereinafter called the Act), unless it is adjudged that any other legislation of a nature similar to the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading done at Brussels on 25 August 1924 (hereinafter called the Hague Rules), or to the Protocol to amend the Hague Rules done at Brussels on 23 February 1968, or, where applicable, to the Protocol amending the Hague Rules as amended by the Protocol of 25 February 1968 done at Brussels on 23 December 1979, mandatorily applies to this Bill of Lading.
- (2) The Act or the Hague Rules shall apply to the Carriage of the Goods by sea or inland waters, whether or not the Carriage is subject to the provisions of such legislation (hereinafter called the Hague Rules Legislation), and the Act or the Hague Rules Legislation shall be deemed to be incorporated herein.
- (3) The Act or the Hague Rules Legislation shall apply to the Carriage of the Goods by sea or inland waters, whether or not the Carriage is subject to the provisions of such legislation (hereinafter called the Hague Rules Legislation), and the Act or the Hague Rules Legislation shall be deemed to be incorporated herein.

- (4) The Act or the Hague Rules Legislation shall apply to the Carriage of the Goods by sea or inland waters, whether or not the Carriage is subject to the provisions of such legislation (hereinafter called the Hague Rules Legislation), and the Act or the Hague Rules Legislation shall be deemed to be incorporated herein.
- (5) If any provision herein is to be inconsistent with or repugnant to any extent of the Act, the Hague Rules Legislation or any other laws, statutes or regulations mandatorily applicable to the Carriage of the Goods by sea or inland waters, such provision shall be null and void to the extent of such inconsistency or repugnance but shall not affect the validity of the remainder of this Bill of Lading.

3. DESCRIPTION OF THE GOODS, NEGOTIABILITY AND TITLE TO THE GOODS

- (1) This Bill of Lading is issued as to marks, number, quantity, weight and volume as furnished by the Shipper and the Merchant and its receipt and delivery is subject to the correctness of the contents and description of the Goods at the time they were taken in charge by the Carrier. The Shipper shall indemnify the Carrier against any loss, damage and expense arising or resulting from inaccuracy, inadequacy and/or insufficiency of such particulars. The right of the Carrier to such indemnity shall in no way limit his responsibility and liability under this Bill of Lading to any person other than the Shipper.
- (2) By accepting this Bill of Lading, the Merchant and its transferee acknowledge that the Carrier, unless it is marked "Non-negotiable" on the face of this Bill of Lading, it shall be deemed to constitute the title to the Goods and the holder, by endorsement of this Bill of Lading, shall be entitled to receive or to transfer the Goods mentioned on the face hereof.
- (3) This Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as described on the face hereof, unless there appears thereon such as "shipper's weight, load and count", "shipper's packed containers" or similar expressions has been made on the face hereof. However, proof to the contrary shall not be admissible when this Bill of Lading has been negotiated or transferred to a third party acting in good faith.

4. GOVERNING LAW AND JURISDICTION

- (1) The contract evidenced by or contained in this Bill of Lading shall be governed by Japanese Law except as may be otherwise provided for herein, and any action against the Carrier thereunder shall be brought before the Tokyo District Court in Japan.

5. CARRIERS' TARIFF

- (1) The terms of the Carrier's applicable Tariff are deemed to be incorporated herein. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

6. LIMITATION STATUTES

- (1) Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption or limitation of liability authorized by any applicable laws, statutes and regulations of any countries.

7. CARRIAGE COVERED BY MULTIMODAL TRANSPORT BILL OF LADING

- (1) The Carrier, by the issuance of this Multimodal Transport Bill of Lading, undertakes to perform and/or in his own name to procure the performance of the Carriage from the place at which the Goods are taken in charge to the place designated for delivery on the face hereof.
- (2) Notwithstanding the heading "Multimodal Transport Bill of Lading" the provisions set out and referred to herein shall also apply when the Carriage is performed by one mode of transport only.

8. METHODS AND ROUTES OF CARRIAGE

- (1) The Carrier may at any time and without notice to the Merchant:
- (a) use any means or modes of transport;
 - (b) transfer the Goods from one conveyance to another including transshipping or carrying the same on another vessel than that named on the face hereof;
 - (c) unpack and remove the Goods which have been packed into a Container and forward them in a Container or otherwise;
 - (d) load and unload the Goods at any place or port (whether or not being the port named as the Port of Loading or Port of Discharge on the face hereof) and store the Goods at any such place or port;
 - (e) comply with any orders, directions or recommendations given by any government or authority, or any person or body acting or purporting to act as or on behalf of such government or authority or to exercise the terms of any insurance or any conveyance employed by the Carrier the right to give orders or directions.
- (2) The liberties set out in the preceding paragraph may be invoked by the Carrier for any purpose whatsoever and shall not be subject to the Carriage of the Goods. Anything done in accordance with the preceding paragraph or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

9. INSPECTION OF GOODS

- (1) The Carrier shall be entitled, but under no obligation, to open any Container or package at any time and at any place, and to inspect, weigh, measure, count, or otherwise examine the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to such package or Container or its contents or any part thereof. The Carrier may abandon the Carriage and/or take any measures and/or incur any additional expense to carry or to continue the Carriage or to store the same above or afloat under cover or in the open, at any place, which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any expense so incurred.
- (2) If by order of the authorities at any place, a Container has to be opened for the contents to be inspected, the Carrier shall be deemed to have taken all necessary consequences as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the cost of such opening, unpacking, inspection and repacking from the Merchant.

10. CONTINGENCIES

- (1) If at any time the performance of the Carriage hereunder is or is likely to be affected by any hindrance, delay or disturbance of whatsoever kind, whether or not it is caused by force majeure, the Carrier may, whether or not the Carriage is commenced, without notifying the Merchant, treat the Carriage as terminated and discharge, load, store or take any other necessary measures whatsoever on the Goods or any part thereof and place them at the Merchant's disposal at any place or port which the Carrier may deem safe and convenient whereupon the responsibility of the Carrier in respect of such Goods shall cease. In such case, the discharge, loading and stowage and any means whatsoever taken shall constitute complete and final delivery and full performance of the Carriage hereunder, and the Carrier shall be discharged from any further responsibility of the Goods.
- (2) The situations referred to in the preceding paragraph shall include, but not limited to, those caused by the existence or apprehension of war, declared or undetected, hostilities, warfare or belligerent acts or operations, riots, civil commotions or other disturbances, or internal or external rebellion or restriction on commerce or trading, quarantine, sanitary or other similar regulations or restrictions, strikes, lockouts or other labor shortages whether partial or general and whether or not involving employees of the Carrier or any Sub-Contractor, congestion of port, wharf, sea terminal or any other place, unusable, absence or obstacles of labor or facilities for loading, discharge, delivery or other handling of the Goods, epidemics or diseases, bad weather or any other obstacles to the Carriage of the Goods.
- (3) In case of the preceding paragraph, the Carrier shall be entitled to all freight and other charges due and the Merchant shall be liable for payment of all freight to the Port of Discharge or place of destination or for any other place to which the Goods are taken as a result of the discharge, landing, storing or other means whatsoever taken by the Carrier in relation to the Goods.

11. OPTIONAL STOWAGE ON DECK (CARGO)

- (1) The Goods may be packed by the Carrier in any Container and consolidated with goods of other merchants for Carriage.
- (2) Any Goods which are packed in Containers or not, may be carried on deck or under deck without notice to the Merchant unless on the face hereof it is specifically stipulated that the Containers or Goods shall be carried under deck. If carried on deck, the Carrier shall not be required to mark, mark or stamp on the Bill of Lading any statement of such on deck carriage. Subject to Paragraph (3) below, such Goods whether carried on deck or under deck and whether or not stated to be carried on deck shall participate in general average and shall be deemed to be within the definition of Goods for the purpose of the Act or the Hague Rules Legislation as provided for in Clause 2.
- (3) Any Goods which are stated herein to be carried on deck, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising from the Carriage by sea or inland waters whether caused by unseaworthiness or negligence or any other cause whatsoever.

12. DANGEROUS GOODS AND CONTRABAND

- (1) The Merchant undertakes to tender for Carriage any goods which are of a dangerous, inflammable, radioactive or damaging nature without previously giving written notice of their nature to the Carrier and without the express consent in writing of the Carrier and without marking the Goods in conformity with the provisions of the Act or the Hague Rules Legislation as provided for in Clause 2.

of loading, discharge or call or any place during the Carriage, the Carrier shall be entitled to have such Goods rendered inert, those secured or discharged or otherwise disposed of at the Carrier's discretion without compensation to the Merchant and the Merchant shall be liable for and indemnify the Carrier against any kind of loss, damage or liability including loss of freight and any expenses directly or indirectly arising out of or resulting from such Goods. Further, the Carrier shall be under no liability to make general average contribution in respect of such Goods.

- (5) If the Goods of dangerous, inflammable, radioactive or otherwise nature, which were tendered in compliance with Paragraph (1) above, shall become a danger to the vessel, cargo or any other property or person, such Goods may in like manner be discharged, destroyed or rendered harmless without compensation to the Merchant.
- (4) Whether or not the Merchant was aware of the nature of the Goods, the Merchant shall indemnify the Carrier against all claims, losses, damages, or expenses, or personal injury or death, arising in consequence of the Carriage of such Goods.

13. HEAVY LIFT

- (1) The weight of a single piece or package exceeding one metric ton gross must be declared by the Merchant in writing before receipt by the Carrier and must be marked clearly and durably on the outside of the piece or package in letters and numbers not less than five centimeters high.

- (2) In case of the Merchant's failure in its obligation under the preceding paragraph, the Carrier shall not be responsible for any loss of or damage to the Goods and the Merchant shall be responsible for loss of or damage to any property or for personal injury or death arising as a result of the Merchant's said failure and shall indemnify the Carrier against all claims, losses, damages, or expenses, or personal injury or death, arising in consequence of the Carriage of such Goods.

14. AUTOMOBILE AND OTHER UNPACKED GOODS

- The term unpacked good order and condition with reference to any automobile, rolling stock, tractor, machinery and other unpacked goods does not mean that the condition of the Goods when received were free of any dent, scratch, hole, cut and bruise that could not have been found by ordinary care and diligence. The Carrier shall in no event be liable for loss of or damage to the Goods arising out of or resulting from such condition.

15. IRON, STEEL AND METAL PRODUCTS

- Specific rust, oxidation, moisture or any like condition of any iron, steel or metal products, whether or not such condition is attributable to the nature of the Goods and acknowledgment of receipt of the Goods in apparent good order and condition does not mean that the Goods when received were free of visible rust, oxidation or moisture.

16. LIVE ANIMALS AND PLANTS

- Live animals and plants, when accepted for Carriage, are received, loaded, unloaded, carried, discharged and delivered entirely and absolutely at the sole risk of the Merchant and without any warranty or undertaking whatsoever by the Carrier that the vessel and other means of transport are seaworthy, fitted, manned, equipped and stowed for their reception, carriage and preservation of such Goods.

17. TEMPERATURE CONTROLLED GOODS

- (1) The Merchant undertakes not to tender any goods for Carriage which require constant temperature control without, however, guaranteeing that the nature and particular temperature range to be maintained and, in case of a temperature controlled Container packed by or on behalf of the Merchant, further undertakes that the Goods are properly packed in the Container and that the temperature of the Goods is maintained adequately set by the Merchant before receipt of the Goods by the Carrier. If the above requirements are not complied with, the Carrier shall not be liable for any loss of or damage to the Goods or for any expense incurred by the Merchant.

- (2) The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, derangement, breakdowns, stoppage or malfunction of the temperature controlling machinery or equipment or malfunction of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to maintain the temperature controlled Container in an efficient state.

18. VALUABLE GOODS

- The Carrier shall not be responsible to any extent for any loss of or damage to platinum, gold, silver, jewelry, precious metals, radioactive, precious chemicals, halogen, specie, currencies, negotiable instruments, securities, writings, documents, pictures, emeralds, works of art, curios, heirlooms, collections of every nature or other valuable goods whatsoever including goods having particular value only for the Merchant unless the true nature and value of the Goods are declared in writing by the Merchant before receipt of the Goods and the same are inserted on the face hereof and ad valorem freight is prepaid thereon.

19. DELIVERY OF GOODS

- (1) The Carrier is deemed to have notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (2) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (3) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

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- (18) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (19) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (20) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (21) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (22) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (23) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

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- (26) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (27) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

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- (29) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

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- (31) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

- (32) If the Carrier is notified of arrival of the Goods to the Merchant by the information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

8. METHODS AND ROUTES OF CARRIAGE

(1) The Carrier may at any time and without notice to the Merchant:

- (a) use any means of transport or storage whatsoever;
- (b) transfer the Goods from one conveyance to another including transshipping or carrying the same on another vessel than that named on the face hereof;
- (c) unpack and remove the Goods which have been packed into a Container and forward them in a Container or otherwise;
- (d) load and unload the Goods at any place or port (whether or not being the port named as the Port of Loading or Port of Discharge on the face hereof) and store the Goods at any such place or port; or
- (e) comply with any orders, directions or recommendations given by any government or authority, or any person or body acting or purporting to act as or on behalf of such government or authority, or having under the terms of any insurance on any conveyance employed by the Carrier the right to give orders or directions.

(2) The liberties set out in the preceding paragraph may be invoked by the Carrier for any purpose whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with the preceding paragraph or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

【訳文】

第8条 運送の方法及び経路

- (1) 運送人は、荷主に通知することなく、いつでも
 - (a) いかなる運送方法又は保管方法をも使用すること
 - (b) 積替又は表面記載以外の船舶による運送を含み、一つの運送手段から他の運送手段に移して運送品を運送すること
 - (c) コンテナに詰め込まれた運送品を取出し、他のコンテナ又はその他の方法により転送すること
 - (d) 運送品をいかなる地点又は港（表面に船積港又は荷揚港として記載されている港であると否とを問わず）において積込み又は荷揚げし、かつ運送品をかかえる地点又は港において保管すること、又は
 - (e) いかなる政府若しくは当局又はかかる政府若しくは当局の代理人として行為し又は行為すると称する者又は団体並びに運送人の使用する運送手段にかけられた保険の条項により、命令又は指示をする権限を有する者又は団体により出された命令及び勧告に従うことができる。
- (2) 前項に規定された自由については、運送品の運送に関係あると否とを問わず、運送人は、いかなる目的のためにも援用できる。前項に基づいてなされた行為又はそれにより生じた遅延は、契約上の運送の範囲内とみなされ、かつ離路ではない。

【解説】

本条は、複合運送の観点から、本運送証券表面記載の船積港、荷揚港に拘束されることなく、いかなる運送手段、経路をも選択する自由、また、積替えを行う自由を定めている。

これは、本来、運送人は、地理的、慣習的に認められている運送方法、運送経路等により

運送しなければならないが、想定されるあらゆる事態に対応するとともに、運送人にとり最も経済的な運送経路等を取ることを可能にするため、運送人に相当な選択の自由を留保している。

本運送証券には、port-to-port の船荷証券同様に、船名、船積港、荷揚港を記載する欄を設けてある。これは、現行の貿易取引制度の下では、その記載が必要であるからに他ならない。また、「積込済の付記 (on board notation)」の欄を設けてあり、事実上船積船荷証券 (Shipped B/L) として発行できるようにしてあることは、表面約款で解説した通りである。

【参考】

外国為替銀行は、たとえ信用状によって積替えが禁じられていても、運送の全部が同一の船荷証券の対象範囲とされていることを条件として、物品がコンテナ、トレーラ又はラッシュ・バージで船積みされたときには、積替えが行われること、又は積替えができることを示している船荷証券を受理する。(UCP600 第 20 条 c 項)

29. CARRIER'S CONTAINER

(1) The Merchant shall assume full responsibility for and shall indemnify the Carrier against any loss of or damage to any Container or other equipment furnished or arranged by the Carrier for the Merchant which occurs while in the possession or control of the Merchant, its agent or its inland carrier engaged by or on behalf of the Merchant.

(2) The Carrier shall in no event be liable for and the Merchant shall indemnify and hold harmless the Carrier from and against any loss of or damage to the property of any other person or any injury to or death of any other person caused by any Container or other equipment furnished or arranged by the Carrier or by contents of the Container during handling by or while in the possession or control of the Merchant, its agent or its inland carrier engaged by or on behalf of the Merchant.

(3) If any Container furnished or arranged by the Carrier is unpacked at the Merchant's premises, the Merchant shall be responsible for returning the empty Container, with interior brushed and cleaned, to the point or place designated by the Carrier within the time prescribed. Should a Container not be returned within the time prescribed by the Carrier, the Merchant shall be liable for any detention charge, loss or expenses which may arise from such nonreturn.

【訳文】

第29条 運送人のコンテナ

(1) 荷主は、荷主自身、その代理人又は荷主により若しくは荷主のために雇われた内陸運送人の占有又は管理下で発生した運送人が提供又は手配した全てのコンテナ及びその他の機器に係る一切の滅失又は損傷に対して全責任を負い、かつ、運送人に損害を補償しなければならないものとする。

(2) 荷主、その代理人又は荷主により若しくは荷主のために雇われた内陸運送人による取扱、占有若しくは管理下にある間に、運送人が提供若しくは手配したコンテナ、その他機器、又はコンテナの中身に起因する第三者の財貨の滅失又は損傷、第三者の傷害又は死亡について、運送人は、一切責任を負わず、かつ、荷主は、それらについて運送人に損害を補償し、責任を負担させないことを保障するものとする。

(3) 運送人が提供し若しくは手配したコンテナの中身を荷主の施設で取出したときは、荷主は、空コンテナを、内部のブラシかけをした上、汚れがない状態で、運送人の指定する地点又は場所へ指定期日までに返却する責任を負う。コンテナを運送人の指定期日までに返却しないときは、荷主は、かかる未返却により生ずる一切の留置料、損失又は費用について責任を負うものとする。

【解説】

第1項は、荷主のために運送人が提供又は手配したコンテナ、その他の機器類が荷主の占有下又は管理下にある間に、滅失又は損傷した場合には、荷主がその補償責任を負う旨を定めている。

コンテナ輸送は、コンテナを陸送する港運業者、海上輸送を受け持つ船会社、更には複合一貫輸送を担う鉄道会社・トラック会社など、複数の輸送業者の手を経て行われるが、輸送の開始時並びに輸送中にコンテナの外装（サイドパネルやドア、天井や床）や冷凍コンテナ

の冷凍機器に瑕疵がないか、コンテナの保管責任が移転する都度、引き渡しを受ける者が目視による検査を行う。チェックの結果は Equipment Interchange Receipt (EIR) に記載される。EIR は通常ノーカーボン紙を用いて複数の部数が同時に作成できるよう準備されており、コンテナの外装等を確認した内容を記入し、双方が署名して各々保管する。例えば、輸送途中にコンテナに穴開きが発見された場合は、その事故発見の地点までの一連の EIR を辿ることで、何処で穴開きが発生したか特定または絞り込むことができる。

第2項は、コンテナ又はその中身により生じた第三者の財貨の滅失又は損傷、第三者の傷害若しくは死亡に対して荷主がその責任を免れず、運送人に対して補償義務を負うことを定めている。

本来、この規定は、本運送証券に基づく運送契約とは別の契約関係を規定するもので、免責特約 (Hold Harmless Agreement) と称される第三者に対する賠償責任免除特約である。この特約により運送人が第三者から賠償を請求された場合、荷主がその責任を負い、運送人が責任を負担しないことを約した条項である。

第3項は、コンテナの中身が荷主の施設で取り出されたときは、荷主がコンテナを期日までに遅れることなく、内部を清掃の上、指定場所に返却する責任を負い、これを怠ったときは、それにより生ずる一切の留置料、損失又は費用を負担しなければならないことを定めている。

Shipper

Member of
Japan International
Freight Forwarders
Association Inc.

Waybill No.

WAYBILL
NON-NEGOTIABLE

Consignee

Sojitz Logistics Corporation

Notify Party

Received by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the Goods, or the Container(s) or package(s) said to contain the cargo herein mentioned, to be carried subject to all the terms and conditions appearing on the face and the back of this Waybill by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, from the Place of Receipt or the Port of Loading and to the Port of Discharge or the Place of Delivery shown herein and there to be delivered unto the Consignee named herein, or his authorized agent, on production of such proof of identity as required by the Carrier. In accepting this Waybill, the Shipper agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and of the Carrier's applicable tariff, whether written, typed, stamped or printed, as fully as if signed by the Shipper, any local custom or privilege to the contrary notwithstanding, and agrees that all agreements or freight engagements for and in connection with the carriage of the Goods are superseded by this Waybill. Moreover, the Shipper accepts the said stipulations, exceptions, terms and conditions not only on his own behalf but on behalf of the Consignee and the Owner of the Goods and the Shipper warrants that he has the authority to do so.

Pre-carriage by

Place of Receipt

Vessel

Voy. No.

Port of Loading

Port of Discharge

Place of Delivery

Final Destination (Merchant's reference only)

Container No.
Seal No.
Marks and NumbersNo. of
Containers
or Pkgs

Kind of Packages; Description of Goods

Gross Weight

Measurement

VOIDTotal number of Containers
or other Packages or Units
(in words)

Merchant's Declared Value (See Clauses 18 & 23):

Note:

The Merchant's attention is called to the fact that according to Clauses 18 & 23 of this Waybill, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the Goods.

Freight and Charges

Revenue Tons

Rate

Per

Prepaid

Collect

Exchange Rate

Prepaid at

Payable at

Place and Date of Issue

Total Prepaid in Local Currency

No. of Original Waybill(s)

In witness whereof, the undersigned, has signed the number of the Waybill(s) stated herein, all of this tenor and date.

Vessel

Laden on Board the Vessel

Date

Port of Loading

By

As Carrier

Sojitz Logistics CorporationAn enlarged copy of back clauses is
available from the Carrier upon request.

(TERMS CONTINUED ON BACK HEREOF)

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This document is protected by anti-counterfeiting measures

Particulars furnished by Merchant. All descriptions contained herein considered unknown to the Carrier.

Sea Waybill

Shipper

ABC CORPORATION
2-10-10, UCHISAIWAICHO, CHIYODA-KU,
TOKYO, JAPAN TEL:+81-3-1234-5678



Member of
Japan International
Freight Forwarders
Association Inc.

Waybill No.

SLC123456789

WAYBILL
NON-NEGOTIABLE

Consignee

TAIWAN TRADING CO., LTD.
SEC. 3 WE HSIN RD., TAICHUNG CITY, TAIWAN, R. O. C.
TEL:+886-4-5678-9012

Sojitz Logistics Corporation

Notify Party

SAME AS CONSIGNEE

Received by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the Goods, or the Container(s) or package(s) said to contain the cargo herein mentioned, to be carried subject to all the terms and conditions appearing on the face and the back of this Waybill by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, from the Place of Receipt or the Port of Loading and to the Port of Discharge or the Place of Delivery shown herein and there to be delivered unto the Consignee named herein, or his authorized agent, on production of such proof of identity as required by the Carrier. In accepting this Waybill, the Shipper agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and of the Carrier's applicable tariff, whether written, typed, stamped or printed, as fully as if signed by the Shipper, any local custom or privilege to the contrary notwithstanding, and agrees that all agreements or freight engagements for and in connection with the carriage of the Goods are superseded by this Waybill. Moreover, the Shipper accepts the said stipulations, exceptions, terms and conditions not only on his own behalf but on behalf of the Consignee and the Owner of the Goods and the Shipper warrants that he has the authority to do so.

Pre-carriage by

Place of Receipt

TOKYO CY

Vessel

UNI-BRIDGE

Voy. No.

123

Port of Loading

TOKYO, JAPAN

Port of Discharge

KEELUNG, TAIWAN

Place of Delivery

KEELUNG CY

Party to contact for cargo release

TAIPEI INT'L LOGISTICS CO., LTD.
SEC. 3 NANKING E. RD. TAIPEI
TEL:+886-2-3456-7890

Final Destination (Merchant's reference only)

Container No.

Seal No.

Marks and Numbers

ABC
KEELUNG
C/NO. 1-30
MADE IN JAPAN

No. of Containers or Pkgs

Kind of Packages; Description of Goods

"SHIPPER'S LOAD & COUNT" "SAID TO CONTAIN"

PROCESSING MACHINERY
20 SETS OF AIR COMPRESSOR
10 SETS OF WELDING MACHINE

1 CONTAINER
(26 PALLETS (1, 016 BAGS))

Gross Weight

(KGS)
16,560.00

Measurement

(M3)
23,952.000

SLCU1234567/SLC123456 (20' DRY)

"FREIGHT PREPAID"

VOID

Total number of Containers
or other Packages or Units
(in words)

SAY: ONE (1) CONTAINER ONLY. -

Merchant's Declared Value (See Clauses 18 & 23):

Note:

The Merchant's attention is called to the fact that according to Clauses 18 & 23 of this Waybill, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the Goods.

Freight and Charges

Revenue Tons

Rate

Per

Prepaid

Collect

-AS ARRANGED-

Exchange Rate

Prepaid at

Payable at

Place and Date of Issue

TOKYO, JAPAN

FEB. 01, 2025

Total Prepaid in Local Currency

No. of Original Waybill(s)

ONE (1)

In witness whereof, the undersigned, has signed the number of the Waybill(s) stated herein, all of this tenor and date.

Laden on Board the Vessel

Vessel

UNI-BRIDGE

123

Date

FEB. 01, 2025

Port of Loading

TOKYO, JAPAN

By

An enlarged copy of back clauses is
available from the Carrier upon request.

(TERMS CONTINUED ON BACK HEREOF)

©JIFFA MODEL FORM (13-11)

As Carrier

Sojitz Logistics Corporation

Particulars furnished by Merchant. All descriptions contained herein considered unknown to the Carrier.

This document is protected by anti-counterfeiting measures

指図式B/L (Order B/L)

Shipper

ABC CORPORATION
2-10-10, UCHISAIWACHO, CHIYODA-KU,
TOKYO, JAPAN TEL:+81-3-1234-5678



Member of
Japan International
Freight Forwarders
Association Inc.

B/L No.

SLC123456789

MULTIMODAL TRANSPORT BILL OF LADING

Sojitz Logistics Corporation

Received by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the Goods, or the Container(s), or package(s) said to contain the cargo herein mentioned, to be carried subject to all the terms and conditions appearing on the face and back of this Bill of Lading by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, from the Place of Receipt or the Port of Loading to the Port of Discharge or the Place of Delivery shown herein and there to be delivered unto order or assigns. This Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order. In accepting this Bill of Lading, the Merchant agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and of the Carrier's applicable tariff, whether written, typed, stamped or printed, as fully as if signed by the Merchant, any local custom or privilege to the contrary notwithstanding, agrees that all agreements or freight engagement for and in connection with the Carriage of the Goods are superseded by this Bill of Lading.

Party to contact for cargo release

TAIPEI INT'L LOGISTICS CO., LTD.
SEC. 3 NANKING E. RD, TAIPEI
TEL:+886-2-3456-7890

Consignee

TO ORDER

Notify Party

TAIWAN TRADING CO., LTD.
SEC. 3 WEN HSIN RD., TIACHUNG CITY, TAIWAN R. O. C.
TEL:+886-4-5678-9012

Pre-carriage by

Place of Receipt
TOKYO CY

Vessel

UNI-BRIDGE

Voy. No.

123

Port of Loading

TOKYO, JAPAN

Port of Discharge

KEELUNG, TAIWAN

Place of Delivery

KEELUNG CY

Final Destination (Merchant's reference only)

Container No.

Seal No.

Marks and Numbers

ABC
KEELUNG
C/NO. 1-30
MADE IN JAPAN

No. of Containers or Pkgs

Kind of Packages; Description of Goods

"SHIPPER'S LOAD & COUNT" "SAID TO CONTAIN"

PROCESSING MACHINERY
20 SETS OF AIR COMPRESSOR
10 SETS OF WELDING MACHINE
1 CONTAINER
(26 PALLETS (1,016 BAGS))

Gross Weight

(KGS)
16,560.00

Measurement

(M3)
23,952.000

SLCU1234567/SLC123456 (20' DRY)

"FREIGHT PREPAID"

VOID

Total number of Containers
or other Packages or Units
(in words)

SAY: ONE (1) CONTAINER ONLY. -

Merchant's Declared Value (See Clauses 18 & 23):

Note:

The Merchant's attention is called to the fact that according to Clauses 18 & 23 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the Goods.

Freight and Charges

Revenue Tons

Rate

Per

Prepaid

Collect

-AS ARRANGED-

Exchange Rate

Prepaid at

Payable at

Place and Date of Issue

TOKYO, JAPAN

FEB. 01, 2025

Total Prepaid in Local Currency

No. of Original B(s)/L
THREE (3)

In-witness whereof, the undersigned has signed the number of Bill(s) of Lading stated herein, all of this tenor and date, one of which being accomplished, the others to stand void.

As Carrier

Sojitz Logistics Corporation

Vessel

UNI-BRIDGE

123

Date

FEB. 01, 2025

Port of Loading

TOKYO, JAPAN

By

An enlarged copy of back clauses is
available from the Carrier upon request.

(TERMS CONTINUED ON BACK HEREOF)

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This document is protected by anti-counterfeiting measures.

Particulars furnished by Merchant. All descriptions contained herein considered unknown to the Carrier.

JAPAN INTERNATIONAL FREIGHT FORWARDERS ASSOCIATION INC. (JIFFA)
TERMS AND CONDITIONS OF MULTIMODAL TRANSPORT BILL OF LADING (2013)

1. DEFINITIONS

(1) "Carrier" means the company mentioned on the face hereof by whom or to whom the contract of carriage is concluded with a Merchant and who assumes responsibility for the performance of the Carriage hereunder.

(2) "Sub-Contractor" includes owners, charterers and operators of vessels, stevedores, terminal operators, warehousemen, road, rail, sea, water and air transport operators and independent contractors and their respective servants, agents and sub-contractors, who services the Carrier provided for the performance of the whole or any part of the Carriage.

(3) "Goods" means the whole or any part of the cargo loaded on or discharged from the Carrier in respect of the Carriage.

(4) "Container" includes any container, pallet or any other receptacle used to pack or secure the cargo into a Container supplied by the Carrier as well.

(5) "Merchant" includes the shipper, consignee, owner, or other person acting on behalf of any such person.

2. CLAUSE PARAMOUNT

(1) As far as this Bill of Lading covers the Carriage of the Goods by sea or inland waters, the provisions of the Act of 1924 (the Harter Act) and the Act of 1924 (the Harter Act) shall be deemed to be incorporated into this Bill of Lading.

【譲渡先を特定しない場合】

白地裏書(Blank Endorsement)

ABC CORPORATION
MANAGER

of loading, discharge or call or any place during the Carriage, the Carrier shall be liable to have such Goods rendered innocuous, thrown overboard or discharged or otherwise disposed of at the Carrier's discretion without compensation to the Merchant and the Merchant shall be liable for and indemnify the Carrier against any kind of loss, damage or liability, including loss of freight, and any expenses directly or indirectly arising out of or resulting from such Goods. Further, the Carrier shall be under no liability to make general average contribution in respect of such Goods.

(3) If the Goods are dangerous, inflammable, radioactive, or damaging nature, which

clearly and durably on the outside of the piece or package in letters and numbers not less than five centimeters high.

(2) In case of the Merchant's failure in its obligation under the preceding paragraph, the Carrier shall not be responsible for any loss of or damage to the Goods and the Merchant shall be

arising as loss or damage to the Goods.

14. AUTOMATICALLY

The term "shifting, rolling

of the Goods when received were free of any dent, scratch, hole, cut and bruise that could not have been found by ordinary care and diligence. The Carrier shall in no event

記名式裏書

TO ORDER OF TAIWAN TRADING CO., LTD.
(譲渡先を明記)

ABC CORPORATION
MANAGER

上記に続き、譲渡先である
TAIWAN TRADING CO., LTD.の裏書が必要
(裏書の連続性)

TAIWAN TRADING CO., LTD.
MANAGER

place thereof stored as aforesaid shall be liable to the Merchant for the loss of such storage (if payable by the Carrier or his agent or any Sub-Contractor) shall forthwith be paid by the Merchant upon demand of the Carrier.

(1) The Carrier shall not be liable for failure of or delay in delivery in accordance with

marks unless such marks shall have been clearly and durably stamped or marked upon

the Goods, packages or containers by the Merchant before the Goods are received by the

Carrier in letters and numbers not less than five centimeters high together with the

name of the Port of Discharge.

(2) In no circumstances shall the Carrier be responsible for delivery of the Goods in

accordance with other than the following marks.

21. SPECIAL DELIVERY OF GOODS

(1) In case the Goods received by the Carrier are Containers into which contents have

been packed by the Merchant, the Carrier shall only be responsible for delivery of the

total number of Containers as shown on the face hereof, provided that, at the absolute

discretion and on condition that the Carrier shall not be liable for any shortage, loss,

damage or discrepancies of the Goods which are found upon unpacking the Containers,

the Containers may be opened and the contents thereof delivered in accordance with

the brands, marks, numbers, sizes or types of packages or pieces.

(2) If the Goods have been packed into Containers by the Carrier, the Carrier shall

be responsible for the loss of or damage to the Goods occurring from the time when the

Carrier receives the Goods for Carriage until the time of delivery, only to the

extent set out below.

(1) The Carrier shall be relieved of liability for any loss or damage, if such loss, damage

or delay in delivery was caused by:

(a) the wrongful act or neglect of the Merchant;

(b) compliance with the instructions of the person entitled to give them;

(c) inherent vice or nature of the Goods;

(d) insufficiency of packing or inadequacy of marks;

(e) defect of the Containers used to consolidate the Goods if supplied by the Merchant;

(f) handling, loading, storage into or discharge from Container by the Merchant;

(g) war, sabotage, piracy, terrorism, riots, civil commotions and strikes or

strikes or stoppage or restraint of labor from whatever cause, whether partial or

general; or

(h) any cause or event which the Carrier could not avoid and the consequence thereof

shall be deemed to be the loss of or damage to the Goods if supplied by the Merchant;

(3) If the stage of the Carriage during which the loss or damage occurred is known,

notwithstanding anything provided for otherwise herein, the liability of the Carrier shall

be determined by the provisions contained in any international convention or

mandatory national law which provisions.

(a) cannot be departed from by private contract to the detriment of the Merchant, or

(b) would have applied if the Merchant had made a separate and direct contract with the

Carrier in respect of the particular stage of the Carriage during which the loss or damage

occurred and received as evidence thereof any particular document which must be

issued in order to make such international convention or national law applicable.

(4) If it can be proved that the loss or damage occurred during inland carriage while the

Goods were in custody of a Sub-Contractor, the liability of the Carrier and the limitation

thereof shall be determined in accordance with the Sub-Contractor's contract of

carriage or storage, or the liability of the Carrier shall in no event exceed the limits

provided in Clause 23 hereunder.

(5) If it cannot be proved where the loss or damage occurred, the loss or damage shall

be deemed to have occurred in the course of Carriage by sea and the Carrier shall be

liable to the extent prescribed by the Act or applicable Hague-Visby Rules Legislation, as

the case may be, as provided for in Clause 2 hereof.

25. LIMITATION OF LIABILITY

(1) When the Carrier is liable for compensation in respect of any loss of or damage to the

Goods, it is agreed with the Merchant that such compensation shall be calculated by

reference to the value of the Goods at the place and time they are delivered to the

Merchant, or at the place and time they should have been delivered. For the purpose of

determining the extent of the Carrier's liability for loss of or damage to the Goods, the

value of the Goods is presumed to be the Merchant's invoice value of the Goods

damage caused by delay or any other cause whatsoever and however caused. Without

prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited

to the freight applicable in the relevant stage of the Carriage.

23. DEFENSES

The defenses and limits of liability provided herein shall apply in any action against the

Carrier for loss of or damage to the Goods or delay in delivery whether the action be

founded in contract, in tort or otherwise.

24. LIABILITY OF SUB-CONTRACTORS, SERVANTS, AGENTS AND OTHER

persons acting on behalf of the Carrier shall be limited to the aggregate of the amounts

recoverable from the Carrier and such servants, agents or other persons and their

servants and agents shall in no case exceed the limits provided herein.

(2) If the Goods are damaged, lost or delayed in delivery, the Carrier shall be liable for

the same as aforesaid, in no case exceeding the limits provided herein.

thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of

the Goods as described in this Bill of Lading.

(L/Cにより白地裏書要求)
(裏書が連続していることが重要)

①
ABC CORPORATION
MANAGER

②
Bank of A (発地側)
MANAGER

③
TO ORDER OF TAIWAN TRADING CO., LTD.
Bank of B (着地側)
MANAGER

貨物の引取りを通関業者などに委託する場合には
以下裏書も行う。

④
TAIWAN TRADING CO., LTD.
MANAGER

指図式B/L (Order B/L)

Consignee: "To order of ○○" の場合
(○○は輸入地の銀行等のケースが多い)

Shipper

ABC CORPORATION
2-10-10, UCHISAIWACHO, CHIYODA-KU,
TOKYO, JAPAN TEL: +81-3-1234-5678



Member of
Japan International
Freight Forwarders
Association Inc.

B/L No.

SLC123456789

MULTIMODAL TRANSPORT BILL OF LADING

Sojitz Logistics Corporation

Received by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the Goods, or the Container(s), or package(s) said to contain the cargo herein mentioned, to be carried subject to all the terms and conditions appearing on the face and back of this Bill of Lading by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, from the Place of Receipt or the Port of Loading to the Port of Discharge or the Place of Delivery shown herein and there to be delivered unto order or assigns. This Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order. In accepting this Bill of Lading, the Merchant agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and of the Carrier's applicable tariff, whether written, typed, stamped or printed, as fully as if signed by the Merchant, any local custom or privilege to the contrary notwithstanding, agrees that all agreements or freight engagement for and in connection with the Carriage of the Goods are superseded by this Bill of Lading.

Party to contact for cargo release

TAIPEI INT'L LOGISTICS CO., LTD.
SEC. 3 NANKING E. RD, TAIPEI
TEL: +886-2-3456-7890

Consignee

TO ORDER OF THE BANK OF EFG

Notify Party

TAIWAN TRADING CO., LTD.
SEC. 3 WEN HSIN RD., TIACHUNG CITY, TAIWAN R. O. C.
TEL: +886-4-5678-9012

Pre-carriage by

Place of Receipt
TOKYO CY

Vessel

UNI-BRIDGE

Voy. No.

123

Port of Loading

TOKYO, JAPAN

Port of Discharge

KEELUNG, TAIWAN

Place of Delivery

KEELLUNG CY

Final Destination (Merchant's reference only)

Container No.

Seal No.

Marks and Numbers

ABC
KEELUNG
C/NO. 1-30
MADE IN JAPAN

SLCU1234567/SLC123456 (20' DRY)

No. of Containers or Pkgs

Kind of Packages; Description of Goods

"SHIPPER'S LOAD & COUNT" "SAID TO CONTAIN"

PROCESSING MACHINERY
20 SETS OF AIR COMPRESSOR
10 SETS OF WELDING MACHINE
1 CONTAINER
(26 PALLETS (1,016 BAGS))

Gross Weight

(KGS)
16,560.00

Measurement

(M3)
23,952.000

"FREIGHT PREPAID"

Total number of Containers
or other Packages or Units
(in words)

SAY: ONE (1) CONTAINER ONLY. -

Merchant's Declared Value (See Clauses 18 & 23):

Note:

The Merchant's attention is called to the fact that according to Clauses 18 & 23 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the Goods.

Freight and Charges

Revenue Tons

Rate

Per

Prepaid

Collect

-AS ARRANGED-

Exchange Rate

Prepaid at

Payable at

Place and Date of Issue

TOKYO, JAPAN

FEB. 01, 2025

Total Prepaid in Local Currency

No. of Original B(s)/L
THREE (3)

In-witness whereof, the undersigned has signed the number of Bill(s) of Lading stated herein, all of this tenor and date, one of which being accomplished, the others to stand void.

As Carrier

Sojitz Logistics Corporation

Vessel

UNI-BRIDGE

123

Date

FEB. 01, 2025

Port of Loading

TOKYO, JAPAN

By

An enlarged copy of back clauses is
available from the Carrier upon request.

(TERMS CONTINUED ON BACK HEREOF)
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This document is protected by anti-counterfeiting measures.

Particulars furnished by Merchant. All descriptions contained herein considered unknown to the Carrier.

VOID

記名式B/L (Straight B/L)

Shipper

ABC CORPORATION
2-10-10, UCHISAIWACHO, CHIYODA-KU,
TOKYO, JAPAN TEL: +81-3-1234-5678



Member of
Japan International
Freight Forwarders
Association Inc.

B/L No.

SLC123456789

MULTIMODAL TRANSPORT BILL OF LADING

Sojitz Logistics Corporation

Received by the Carrier from the Shipper in apparent good order and condition unless otherwise indicated herein, the Goods, or the Container(s), or package(s) said to contain the cargo herein mentioned, to be carried subject to all the terms and conditions appearing on the face and back of this Bill of Lading by the vessel named herein or any substitute at the Carrier's option and/or other means of transport, from the Place of Receipt or the Port of Loading to the Port of Discharge or the Place of Delivery shown herein and there to be delivered unto order or assigns. This Bill of Lading duly endorsed must be surrendered in exchange for the Goods or delivery order. In accepting this Bill of Lading, the Merchant agrees to be bound by all the stipulations, exceptions, terms and conditions on the face and back hereof and of the Carrier's applicable tariff, whether written, typed, stamped or printed, as fully as if signed by the Merchant, any local custom or privilege to the contrary notwithstanding, agrees that all agreements or freight engagement for and in connection with the Carriage of the Goods are superseded by this Bill of Lading.

Party to contact for cargo release

TAIPEI INT'L LOGISTICS CO., LTD.
SEC. 3 NANKING E. RD, TAIPEI
TEL: +886-2-3456-7890

Consignee

TAIWAN TRADING CO., LTD.
SEC. 3 WEN HSIN RD., TAICHUNG CITY, TAIWAN.
R. O. C. TEL: +886-4-5678-9012

Notify Party

SAME AS CONSIGNEE

Pre-carriage by

Place of Receipt
TOKYO CY

Vessel

UNI-BRIDGE

Voy. No.

123

Port of Loading

TOKYO, JAPAN

Port of Discharge

KEELUNG, TAIWAN

Place of Delivery

KEELUNG CY

Final Destination (Merchant's reference only)

Container No.
Seal No.

Marks and Numbers

ABC
KEELUNG
C/NO. 1-30
MADE IN JAPAN

SLCU1234567/SLC123456 (20' DRY)

No. of
Containers
or Pkgs

Kind of Packages; Description of Goods

SHIPPER'S LOAD & COUNT "SAID TO CONTAIN"

PROCESSING MACHINERY
20 SETS OF AIR COMPRESSOR
10 SETS OF WELDING MACHINE

1 CONTAINER
(26 PALLETS (1,016 BAGS))

Gross Weight

(KGS)

16,560.00

Measurement

(M3)

23,952.000

VOID

FREIGHT PREPAID

Total number of Containers
or other Packages or Units
(in words)

SAY: ONE (1) CONTAINER ONLY. -

Merchant's Declared Value (See Clauses 18 & 23):

Note:

The Merchant's attention is called to the fact that according to Clauses 18 & 23 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the Goods.

Freight and Charges

Revenue Tons

Rate

Per

Prepaid

Collect

-AS ARRANGED-

Exchange Rate

Prepaid at

Payable at

Place and Date of Issue

TOKYO, JAPAN

FEB. 01, 2025

Total Prepaid in Local Currency

No. of Original B(s)/L
THREE (3)

In-witness whereof, the undersigned has signed the number of Bill(s) of Lading stated herein, all of this tenor and date, one of which being accomplished, the others to stand void.

As Carrier

Sojitz Logistics Corporation

Vessel

UNI-BRIDGE

123

Date

FEB. 01, 2025

Port of Loading

TOKYO, JAPAN

By

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(TERMS CONTINUED ON BACK HEREOF)

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