

TERMS AND CONDITIONS

In accepting this Bill of Lading any local customs or privileges to the contrary notwithstanding the Merchant agrees to be bound by all stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof as fully as if they were all signed by the Merchant.

1. DEFINITIONS

"Carrier" shall include the ship, her owner, master, operator, demise charterer and, if bound hereby, time charterer and any substituted carrier, where such person acts as carrier and/or bailee.

"Goods" means the cargo accepted from the Merchant or any part thereof.

"Merchant" includes the consignor, shipper, Holder, consignee, the receiver of the Goods, any person including any corporation, company or other legal entity owning or entitled to the possession of the Goods of this Bill of Lading.

"Holder" means any person for the time being in possession of this Bill of Lading.

2. SUB-CONTRACTING

(1) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the carriage, receipt, loading, unloading, storing, warehousing, handling and any and all functions whatsoever undertaken by the Carrier in relation to this Goods.

(2) The Merchant undertakes that no claim or allegation shall be made against any servant, agent, stevedore or sub-contractor of the Carrier which imposes or attempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatsoever in connection with the Goods, and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, every such servant, agent, stevedore and sub-contractor shall have the benefit of all provisions herein benefitting the Carrier as if such provisions were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of those provisions, does so not only on its own behalf, but also as agent and trustee for such servants, agents, stevedores and sub-contractors.

(3) The expression "sub-contractor" shall include direct and indirect sub-contractors and their respective servants and agents.

(4) It is expressly agreed that the Carrier and the Merchant intend this clause to be enforceable by each and every such servant, agent, stevedore or sub-contractor.

3. THROUGH TRANSPORT AND RECEIPT/DELIVERY OF GOODS OTHER THAN AT THE PORTS OF LOADING AND DISCHARGE

The Carrier may undertake carriage or other functions in respect of the Goods prior to shipment at the port of loading and/or after discharge at the port of discharge ("Through Transport"). Through Transport may involve shipment on board a local and/or feeder vessel or vessels and/or transshipment. Any such carriage by sea shall be governed by the Hague Rules and/or the Hague Visby Rules in accordance with clause 4(3) as if the place of shipment were the port of loading and the place of discharge were the port of discharge hereof, and otherwise the terms of clause 4 shall apply to Through Transport.

4. CARRIER'S RESPONSIBILITY

(1) Save as otherwise provided in this clause, the Carrier shall have no liability whatsoever for any loss of misdelivery or damage to the Goods, howsoever caused, before loading or after discharge over ship's rail, or, if applicable, on the ship's ramp, and whether or not the Goods are in its actual or constructive possession.

(2) Notwithstanding any other term of this Bill of Lading, if the Goods are carried to, from or through a port in the United States of America, this Bill of Lading shall be subject to the United States Carriage of Goods by Sea Act 1936 (US COGSA), the terms of which are incorporated herein and shall be paramount throughout carriage by sea and the entire time that the Goods are in the actual custody of the Carrier or its sub-contractor in the United States of America before loading onto a vessel or after discharge therefrom, as the case may be. The Carrier shall not be liable in any capacity whatsoever for loss, damage or delay to the Goods while the Goods are in the United States of America and are not in the actual custody of the Carrier. At these times, the Carrier acts as agent only to procure carriage by persons (one or more) under the usual terms and conditions of those persons. If US COGSA applies, the liability of the Carrier and/or the vessel shall not exceed US \$500 per package or customary freight unit (in accordance with section 1304(5) thereof), unless the value of the Goods has been declared on the face hereof.

(3) Subject to sub-clauses (1) and (2) above, where loss of or damage to the Goods has occurred between the time of receipt of the Goods by or for the Carrier at the port of loading and the time of discharge by or for the Carrier at the port of discharge, the liability of the Carrier shall be determined in accordance with either (a) the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 ("the Hague Rules"), as amended by the protocol signed at Brussels on 23 February 1968 and the protocol signed at Brussels on 21 December 1979 ("the Hague Visby Rules") where these are compulsorily applicable at the port of loading; or (b) in all other cases in accordance with the Hague Rules (with the exception that article IX shall not apply and the limit of liability in article IV rule 5 shall be as set out in clause 6 below) and subject always to other exceptions from liability hereunder.

(4) Where a claim is made in respect of loss and/or misdelivery of, damage and/or delay to the Goods occurring while the Goods are or were in the actual or constructive possession of the Carrier and/or at a stage for which the Carrier is or is held to be responsible or liable, but which is not or is held not to be covered by the terms of sub-clauses (1), (2) and/or (3) above, then (i) if the loss, misdelivery, damage or delay occurs before loading or after discharge over ship's rail, or, if applicable, on ship's ramp the Carrier shall have no liability whatsoever for any loss, misdelivery, damage or delay to the Goods, howsoever caused.

(ii) If the loss, misdelivery, damage or delay occurs at any other time (or if the protection of sub-clause 4(1) does not or is held not to apply), then, to the fullest extent possible the Carrier shall be relieved of liability for any loss, misdelivery, damage or delay if such loss, misdelivery, damage or delay was caused or contributed to by: (i) an act or omission of the Merchant; (ii) insufficiency of or defective condition of packing or marking; (iii) handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant; (iv) inherent vice of the Goods; (v) strike, lock-out, stoppage or restraint of labour, from whatever cause, whether partial or general; (vi) perils of the sea, fire, theft, acts of war or public enemies, or a nuclear incident; (vii) any cause or event beyond the reasonable control of the Carrier, or any act or omission of the Carrier the consequences of which it could not reasonably have foreseen; (viii) compliance with the instructions of any person entitled to give them.

(iii) In the event and to the extent sub-clauses 4(1) and /or (11) are or are held to be invalid, inapplicable or unavailable to the Carrier, the liability of the Carrier in respect of loss, misdelivery, damage or delay to the Goods shall be determined in accordance with the Hague Rules.

Articles I-III inclusive (but excluding Articles I (e) and III(8)) and in no event whatsoever, and whether or not the loss, misdelivery damage or delay occurs during waterborne carriage, shall the Carrier be or be held liable to any greater extent.

5. THE AMOUNT OF COMPENSATION

(1) The Carrier's maximum liability shall in no event exceed GBP 100 per package or unit, unless the nature or value of the Goods has been declared by the Merchant before shipment and inserted on the face of this Bill of Lading and extra freight paid.

(2) Subject to clauses 4, 6 and sub-clauses 3, 4 and 5 of this clause, when 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 invoice value of the Goods plus freight charges and insurance if paid.

(3) If there is no invoice value of the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Merchant or should have been so delivered. The value of the Goods shall be fixed according to the commodity exchange price or, if there be no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality.

(4) Subject to sub-clause 1 above, compensation shall not in any event exceed US \$2.00 per kilo of gross weight of the Goods lost or damaged.

(5) Higher compensation may be claimed only when, with the consent of the Carrier, the value of the Goods declared by the Merchant upon delivery to the Carrier exceeds the limits laid down in this clause and has been stated in this Bill of Lading. In that case the amount of the declared value shall be substituted for that limit. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

6. GENERAL

(1) The Carrier does not undertake that the Goods shall arrive at the port of discharge at any particular time or to meet any particular market or use and save as provided in clause 4 the Carrier shall in no circumstances be liable for any direct, indirect or consequential loss or damage caused by delay.

(2) Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage arising from any other cause.

7. NOTICE OF LOSS, TIME BAR

Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or its agents at the port of discharge before or at the time of removal of the Goods into the custody of the Merchant such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading. If the loss or damage is not apparent, then notice must be given within three days of delivery. In any event, the Carrier shall be discharged from any liability whatsoever unless suit is brought within one year after delivery of the Goods or the date when the Goods should have been delivered.

(3) Save as otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or consequential loss or damage arising from any other cause.

8. DEFENCES AND LIMITS FOR THE CARRIER

The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss, misdelivery, damage or delay to or in connection with the Goods whether the action be founded in contract or in tort or any other theory of legal liability.

9. MERCHANT-PACKED GOODS

(1) If the Goods have been packaged, utilised, palletised or otherwise consolidated by the Merchant, this Bill of Lading shall be a receipt only for the said packages, units or pallets, and the Carrier shall not be liable for loss of or damage to the contents howsoever caused, and the Merchant shall indemnify the Carrier against any injury, loss, damage, liability or expense incurred by the Carrier if such injury, loss, damage, liability or expense has been caused by:

(a) the manner in which the packages and/or the Goods have been filled, packed, stuffed, secured or loaded; or
(b) the unsuitability of the Goods for carriage in such packages.

(2) It is expressly agreed that the number of such packages, units, pallets or similar shown on the face hereof shall be considered as the number of package(s) or unit(s) for the purpose of the application of the limitation of liability provided for herein.

10. INSPECTION OF GOODS

The Carrier shall be entitled, but under no obligation, to inspect the Goods and/or to open any package and to inspect the contents at any time. If it thereupon appears that the Goods cannot safely or properly be carried or carried further, either at all or without incurring delay, risk, danger, disadvantage or any additional expense or taking any measures in relation to the Goods, the Carrier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expense to carry or to continue the carriage or to store the same ashore 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 reasonable additional expense so incurred.

11. DESCRIPTION OF GOODS

(1) This Bill of Lading shall be prima facie evidence of the receipt by the Carrier in apparent good order and condition except as otherwise noted only of the Goods or the total number of other packages or units enumerated hereof.

(2) No representation is made by the Carrier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

12. MERCHANT'S RESPONSIBILITY

(1) The Merchant warrants to the Carrier that the particulars relating to the Goods as set out hereof have been checked by the Merchant on receipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Merchant are adequate and correct.

(2) The Merchant shall indemnify the Carrier against all loss, damage, liability and expense arising or resulting from inaccuracies in or inadequacy of such particulars.

(3) The Carrier shall in no event be liable for and the Merchant shall defend, indemnify and hold the Carrier harmless from and against any loss, damage, liability, cost or expense, including attorney's fees arising out of or in any way connected with loss of or damage to any property and injuries or death of any person caused by the Goods or other equipment provided by or on behalf of Merchant, whether or not contributed to by the negligence, breach of express or implied warranty, strict liability or otherwise of the Carrier or any person other than the Merchant.

13. FREIGHT AND CHARGES

(1) Freight and charges shall be deemed fully earned on receipt of the Goods by or for the Carrier and shall be paid and non-returnable in any event.

(2) The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rate of exchange, devaluation and other contingencies relative to freight and charges in any applicable tariff.

(3) The Freight has been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier may at any time reweigh or measure the Goods or open any package or unit in order to reweigh, remeasure or revalue the contents; and if the particulars furnished by or on behalf of the Merchant are incorrect it is agreed that a sum equal to either five times the difference between the correct freight and the freight charged or to double the correct freight less the freight charged, whichever sum is the smaller, shall be payable as liquidated damages to the Carrier.

(4) The Merchant including without limitation the shipper, consignee, receiver, owner of the Goods and Holder of this Bill of Lading shall be jointly and severally liable to the Carrier for the payment of all freight and charges and for the performance of the obligations of each of them hereunder notwithstanding any transfer of this Bill of Lading or property in the Goods.

14. LIEN

(1) The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this or any other contract with the Merchant and for general average contributions to whomsoever due and for the cost of recovering the same, and for that purpose shall have the right to sell the Goods by public auction or private treaty without notice to the Merchant. If on sale of the Goods, the proceeds fail to cover the amount due and the cost incurred, the Carrier shall be entitled to recover the deficit from the Merchant.

(2) If the Goods are unclaimed within the time allowed under c11(2) below or within a reasonable time or whenever in the Carrier's opinion, the Goods may become deteriorated, decayed or worthless, the Carrier may, at its discretion and subject to its lien and without any responsibility attaching to it, sell, abandon or otherwise dispose of the Goods at the sole risk and expense of the Merchant.

15. OPTIONAL STORAGE, DECK CARGO AND LIVESTOCK

(1) Goods may be carried on deck or under deck without notice to the Merchant. The Goods (other than livestock) 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 purposes of the Hague Rules and/or the Hague Visby Rules.

(2) Goods which are stated herein to be carried on deck and livestock, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever.

16. METHODS AND ROUTES OF TRANSPORTATION

(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 trans shipping or carrying the same on another vessel than the vessel named overleaf or on any other means of transport whatsoever; (c) sail without pilots, proceed via any route, proceed to, return to and stay at any place or port whatsoever (including the port of loading herein provided) in any order or out of the route or in a contrary direction to or beyond the port of discharge once or oftener for bunkering or loading or discharging cargo or embarking or disembarking any person(s) whether in connection with the present or a prior or subsequent voyage or any other purpose whatsoever, and before giving delivery of the Goods and with liberties as aforesaid leave and then return to and discharge the Goods at such port, dry or be towed, make trial trips, adjust compasses, or repair or lay-down with or without cargo on board;

(d) load and unload the Goods at any place or port (whether or not any such port is named overleaf as the port of loading or port of discharge) and store the Goods at any such place or port;

(e) comply with any orders 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 the insurance on the conveyance employed by the Carrier the right to give orders or directions.

(2) The Carrier may invoke the liberties set out in sub-clause (1) for any purpose whatsoever including (without limitation) any of the purposes set out in sub-clause (1).

(3) Anything done or not done in accordance with sub-clauses (1) and (2) or any delay arising therefrom shall be deemed to be within the contractual carriage and shall not be a deviation.

17. MATTERS AFFECTING PERFORMANCE

(1) If at any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind which cannot be avoided by the exercise of reasonable endeavours, the Carrier (whether or not the transport is commenced) may without notice to the Merchant terminate the performance of this contract as herein defined and place the Goods or any part of 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 the Goods shall cease. The Carrier shall nevertheless be entitled to full freight and charges on the Goods and the Merchant shall pay any additional costs of carriage to and delivery and storage at such place or port.

(2) The circumstances referred to in sub-clause (1) above shall include but shall not be limited to those caused by the existence or apprehension of war declared or undeclared, hostilities, warlike or belligerent acts or operations, terrorism, riots, civil commotions or other disturbances; closure of obstacle in or danger to any canal blockade of port or place or interdiction or prohibition of or restriction on commerce or trading; quarantine, sanitary or other similar regulations or restrictions, strikes, lockouts or other labour troubles whether partial or general and whether or not involving employees of the Carrier or its sub-contractors; congestion of port, wharf, sea terminal or any other place; shortage, absence or obstacles of labour or facilities for loading, discharge, delivery or other handling of the Goods; epidemics or diseases; bad weather; shallow water; ice; landslide or other obstacle in navigation or haulage.

18. PERISHABLE GOODS

Goods of a perishable nature shall be carried without special protection, services or other measures unless it is noted on the face of this Bill of Lading that the Goods are to receive special attention in any way. If the above requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising.

19. DANGEROUS GOODS

(1) The Merchant undertakes not to tender for transportation any goods which are of a dangerous, inflammable, radioactive or damaging nature without previously giving written notice of their nature to the Carrier and marking the Goods and any packaging or other covering on the outside as may be useful or necessary for the care and/or transport of the Goods or as required by any laws or regulations which may be applicable during the performance of this contract.

(2) If sub-clause (1) is not complied with, the Goods may at any time or place be unloaded, destroyed or rendered harmless without compensation and the Merchant shall indemnify the Carrier against all

loss, damage or expense arising out of the Goods being tendered for transportation or handled or carried by the Carrier.

(3) If Goods of a dangerous, inflammable, radioactive or damaging nature which were tendered in compliance with sub-clause (1) shall become a danger to the vessel, cargo or any other property or person, such Goods may be unloaded, destroyed or rendered harmless without compensation and the Merchant shall indemnify the Carrier against all loss, damage or expense incurred by the Carrier and which could not be avoided by the exercise of reasonable diligence.

20. REGULATIONS RELATING TO GOODS

The Merchant shall comply with all regulations or requirements of customs, port and other authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods and indemnify the Carrier in respect thereof.

21. NOTIFICATION AND DELIVERY

(1) Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for 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) The Merchant shall take delivery of the Goods forthwith upon discharge, and in any event within the time provided for in any applicable tariff.

(3) If the Merchant fails to take delivery of the Goods in accordance with this Bill of Lading, the Carrier may without notice unstow the Goods and/or store the Goods ashore, afloat, in the open or under cover. Such storage shall constitute due delivery hereunder, and thereupon all liability whatsoever of the Carrier in respect of such Goods shall cease.

(4) The Merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in any applicable tariff, which are incorporated in this Bill of Lading.

22. BOTH-TO-BLAME COLLISION CLAUSE

The both-to-blame collision clause published by the Baltic and International Maritime Council (BIMCO), a copy of which is available upon request, is incorporated into this Bill of Lading.

23. NEW JASON CLAUSE

(1) In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the Goods and the Merchant shall jointly and severally contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods.

(2) If a salving vessel is owned or operating by the Carrier, salvage shall be paid for as fully and in the same manner as if the said salving vessel belonged to strangers.

24. GENERAL AVERAGE

(1) General average shall be adjusted at any port or place in the option of the Carrier in accordance with the York-Antwerp Rules, 1994, or any amendment thereto.

(2) Such deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall if required be made by the Merchant to the Carrier before delivery. If the Carrier delivers the Goods without obtaining security for general average contributions, the Merchant, by taking delivery of the Goods, undertakes personal responsibility to pay such contributions and to provide such cash deposit or other security for the estimated amount of such contributions as the Carrier shall reasonably require.

25. 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 authorised by any applicable laws, statutes or regulations of any country.

(2) It is agreed by the Merchant that the Carrier qualifies and shall be regarded as a person entitled to limit liability under any applicable Convention on the Limitation of Liability for Maritime Claims notwithstanding that the Carrier may have secured space on board the relevant vessel by means of a voyage or space charter, bill of lading, waybill or other form of contract of carriage. Subject to any law compulsorily applicable to the carriage to the contrary, and save to that extent, the fund to which the Carrier may limit its liability in respect of all claims arising out of an incident shall be that part or proportion of the limitation fund applicable to the actual carrier that is available for the Carrier's claims against the actual carrier.

26. VALUABLE GOODS

The Carrier shall not be liable to any extent for any loss of or damage to or in connection with platinum, gold, silver, jewellery, precious stones, precious metals, radiostopes, precious chemicals, bullion, specie, currency, negotiable instruments, securities, writings, documents, pictures, works of art, crates, heirlooms, collections of any value or any other valuable goods whatsoever including goods having particular value only for the Merchant, unless the true nature and value of the Goods have been declared in writing by the Merchant before receipt of the Goods by the Carrier, and the same is inserted in this Bill of Lading and ad valorem freight has been prepaid.

27. 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 figures with the proper lifting points.

(2) In case of the Merchant's failure in its obligations under (1) above, the Carrier shall not be responsible for any loss of or damage to or in connection with the Goods, and the Merchant shall be liable 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, defend and hold the Carrier harmless against all loss or liability suffered or incurred by the Carrier as a result of such failure.

28. GOVERNING LAW AND JURISDICTION

The contract evidenced by or contained in this Bill of Lading shall be governed by English law and any dispute hereunder shall be subject to the exclusive jurisdiction of the English High Court of Justice in London.

29. MISCELLANEOUS

(1) In case of inconsistency between any applicable tariff incorporated herein, and this Bill of Lading, this Bill of Lading shall prevail.

(2) The terms of this Bill of Lading are separable, and if any word term or condition is, or is held to be invalid, null and void, or unenforceable, such holding shall not affect in any way the validity or enforceability of any other word term or condition of this Bill of Lading.

(3) No servant or agent of the Carrier shall have power to waive or vary any terms of this Bill of Lading unless such waiver or variation is in writing and is specifically authorised or ratified in writing by the Carrier.

SHIPPER

B/L NO.

CONSIGNEE



"K" Line European Sea Highway Services GmbH BILL OF LADING

Shipped in apparent good order and condition, unless otherwise stated herein, for transportation on board the ocean vessel mentioned herein the goods or packages said to contain goods, hereinafter called "the Goods", specified herein for carriage from the port of loading named herein on a voyage as described and agreed by this Bill of Lading and discharge and delivery to the consignee mentioned herein or to its or their assigns at the port of discharge named herein, such carriage (including, where this document is used for through transport, carriage on any local vessel), discharge or delivery being always subject to the terms, exceptions, limitations, conditions and liberties hereinafter agreed, whereupon the Carrier's responsibilities shall in all cases and in all circumstances whatsoever finally cease.

IN WITNESS whereof the number of original Bills of Lading stated below have been signed, one of which being accomplished, the other(s) to be void.

SEE TERMS OVERLEAF

NOTIFY PARTY

*LOCAL VESSEL

*FROM

OCEAN VESSEL

VOY NO.

PORT OF LOADING

PORT OF DISCHARGE

*FOR TRANSHIPMENT TO (SEE CLAUSES 3 & 4)

FINAL DESTINATION (FOR MERCHANT'S REFERENCE ONLY)

MARKS AND NUMBERS	NO. OF UNITS	KIND OF PACKAGES, DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
ORIGINAL				

TOTAL NO. OF UNITS
(IN WORDS)

FREIGHT AND CHARGES	REVENUE TONS	RATE	PER	PREPAID	COLLECT

EX. RATE	PREPAID AT	PAYABLE AT	PLACE AND DATE OF ISSUE
	TOTAL PREPAID IN LOCAL CURRENCY	NO. OF ORIGINAL B(S)/L	

PARTICULARS FURNISHED BY MERCHANT

ICS
B/L

*APPLICABLE ONLY WHEN DOCUMENT USED AS A THROUGH BILL OF LADING

KESS BL GENERAL/03

BY
AS' AGENTS FOR THE CARRIER