	COMBINED TRANSPORT C	OR PORT TO PORT SH	IPMENT	
SHIPPER		BILL OF LADING NO.		
CONSIGNEE		CONTA	EL INER SERVI	TA
NOTIFY PARTY		FORWARDING AGENT - REFERENCES		
PLACE OF RECEIPT	PORT OF DISCHARGE	Vessel and Voy.No.	Vessel and Voy.No.	
PORT OF LOADING	FINAL PLACE OF DELIVERY			
	Undermentioned particulars as declared by Sh	ipper, but not acknowledged by	the Carrier (see clause 11)	
	F	REIGHT	PREPAID	COLLECT
Signed for the Shipper Received by the Carrier from the Shipper in apparent goo Containers/Packages received by the Carrier* for Carriage	d order and condition unless otherwise noted herein the			
OF THE CARRIER'S APPLICABLE TARIFF) from th Goods one original Bill of Lading, duly endorsed, must be accepts and agrees to all the terms and conditi	e Place of Receipt or the Port of Loading, whichever is surrendered by the Merchant to the Carrier at the Port	applicable, to the Port of Delivery, wh of Discharge or at some other location a	ichever is applicable. If the Carrier req cceptable to the Carrier. In accepting th	uires, before he arranges delivery of the is Bill of Lading the Merchant expressly
Number of Original Bills of Ladin	ng:	TT		
Place and date of Issue:				
ORIGINAL -		Signed for the Carrier		
		DELTA CONTAINER SERVICES COMPANY LIMITED MALTA		

was a feed of the contract of

hipped or Board "relates only to the Container into which the Goods or manifested.

or manifested.

reight" includes all charges payable to the Carrier in accordance with eaphcate fail and this Bill of Lading. Its provisions of the international Convention for Lading signed at ususels on 25th August, 1954 and includes the amendments by the traction of Bhossis on 25th Fabricany, 1965, but only if such control to the control to the Control to and the Bill of Lading, tit is controlled to the Control to the Control

any applying sale riuses as ameniose by sale Protectory SY TARIFF: and conditions of the Carrier's applicable Tariff are and conditions of the applicable Tariff and the terms and even in provisions of the applicable Tariff are obtainable from the iss agents upon request. In the case of inconsistency Sill of Lading and the applicable Tariff, this Siln of Lading

VARRANTY

Werchant warrants that in agreeing to the terms and conditions to the is, or has the authority of the Person owning or entitled to the session of the Goods and this Bill of Lading.

SUB-CONTRACTING AND INDEMNITY

The Carrier shall be entitled to sub-contract the Carriage on any

the part of south residues the ready with a size of the size of th

that the loss of damage was due to one or more of s specified in this Clause 6 (1) shall rest upon the rice Carrier stablishes that, in the croumstances of damage could be attributed to one or more of the cended in Clause 6 (1) (a) (ii), (iii) or (iv), it shall be said to caused. The Merchant shall, however, be the losts or damage was not in fact, caused either no immore of these causes or events.

y white in the contained to the containe

f e applied if the Merchant had made a separate and direc he Carrier in respect of the particular stage of the carriage the loss or damage occurred and received as evidence

iterhational convention for national law apolicions, or or international convention for national law would apply by virtue on international convention for national law would apply by virtue on iterhational convention for the provisions of Clause 6(2) and the provisions of Clause 6(2) or the provisions of Clause 6(2) are provisions of Clause 6(2) and provisions of Clause 6(2) and provisions of Clause 6(2) are provisions of Clause 6(2) and provisions of Clause 6(2) are provisions of Clause 6(2) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of Clause 6(3) and provisions of Clause 6(3) are provisions of Clause 6(3) and provisions of

of Application ms and conditions of this Bill of Lading shall at all times responsibilities of the Carrier in connection with or arising supply of a Container to the Merchant, not only during the ut also during the periods prior to and/or subsequent to the

delay arises as a result of unseaworthiness, negligence or indigenetal broad-of contract. Sieve as is otherwise provided for in the SBI of Lading, the Carrier all in no originarisances whatsoever and howsoever arising be liable direct or indirect or consequential loss or damage or loss of profits. Inspection by Authorities yo order or the authorities at any place, a Container has to be opened the goods to be inspected, the Carrier will not be liable for any loss damage incurred as a result of any opening, unpacking, inspection repacking. The Carrier shall be establed to recover the cost of such SHIPPER PACKED CONTAINERS Software that the state of the Carrier will not be described. The Carrier shall not be liable for loss of or damage to the Goods used by matters beyond his control, including, inter alia without pludic to the generality of this exclusion:

ciking temperature controlled Goods that are not at the correct autre for CARRIJOSE for the packing and sealing of all e8 Shipper is responsible for the packing and sealing of all "Prelacked Containers and. If a Shipper-Packed Container is ad by the Carrier with its original seal as affixed by the Shipper he Carrier shall no be liable for any shortages of Goods sined at delivery. If nevertheless, a claim for shortage is made the Carrier by any Person whomeover, the Merchant agress must be carried to the carrier of the carrier by any person whomeover, the thereion just the carrier spans of cost of any such claim plus any unread in respect thereof. In Cause 6(1) save that if the loss, of expense whatehovers and horsoverer artising caused by one of carrier thereof to in Cause 6(1) save that if the loss, of the control of the carrier of the carrier than the control of the carrier of the carrier of the carrier of the carrier than the carrier has sub-contracted the reason and the carrier has sub-contracted the reason.

to other international safety statistics are as a company of the carrier against all claims, losses, include professional professional claims, losses, and expenses arraing or resulting from any breach of titles in Clauses 12/2) hereof or from any other cause in the Goods for which the Carrier is not responsible, it shall comply with all regulations or requirements of dother authorities, and shall bear and pay all others, odther authorities, and shall bear and pay all others, of the foreigner, Freight for any additional carriers of the foreigner. Freight for any additional carriers or the control of the goods and shall refer without the face.

The Carrier may at any time and without notice to the Merchant; use any means of carriage whatsoever, transfer the Goods from one conveyance to another, including but limited to transhoping or carrying them on another vessel than that need on the face hereof.

he face hereof.

and remove the Goods which have been packed into a did remove the Goods which have been packed into a did reward them in a Container or otherwise. by any route in his discretion (whether or not the nearest ct or customary or advertised route), at any speed, and in stay at any place or port whatsoever, once or more often

y insurance on any conveyament energy and the processing of the pr

in the vert of the Master in his sole discretion or in consultation owners considering that salvage services are needed, the chant age-eit that the Maister may act as his agent to procure such cose to Goods and that the Carrier may act as his agent to settle age remuneration, without any prior consultation with the Merchant this update.

Canner. AWM AND JURISDICTION

1. Any claim against this Canner under this Bill of Lading shall be determined according to Mattess law.

(2) The Carrier shall be entitled to pursue any claim against the Merchant in Matta according to Mattese Law or in any jurisdiction in which the Merchant in Matta according to Mattese Law or in any jurisdiction in which the Merchant has assets but then in accordance with the local law of that jurisdiction.

(3) Nothing herein shall prevent the parties to any claim or dispute under filts Bill of Lading from agreeing to submit the claim or dispute under filts Bill of Lading from agreeing to submit the claim or dispute under this Bill of Lading from agreeing to submit the claim or dispute to anthration by mutually acceptable arbitrations, on mutually acceptable to a submit the claim or dispute to the Tor for execution or of the Limitation of Liability for the avoidance of doubt it is hereby agreed by the Merchant that the Carrier qualifies and shall be regarded as a person entitled to limit liability under the relevant Corvention on the Limitation of Liability for Maritme Claims, Except to the extent that mandatory law to the Carrier for the appropriate jurisdiction (in which case said law shall apply), the size of the fund to which the Carrier in the contracting carrier and dividing that total by the total number of TEUs aboard at the time.