**NEGOTIABLE COMBINED TRANSPORT BILL OF LADING**

**Shipper**

(Shipper’s Reference No.)

**CT B/L No.**

**RECEIVED** by the Carrier the Goods stated below in apparent good order and condition unless otherwise noted, for transportation from the place of receipt to the place of delivery, subject to the terms and conditions provided for on the face and back hereof.

One of the original Bills of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.

**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.

(Terms of this Bill of Lading continued on the back hereof)

**Consigned to the order of**

**Notify Party**

**Place of Receipt**

**Port of Loading**

**Ocean Vessel**

**Voy No.**

For delivery of the Goods please apply to:

**Port of Discharge**

**Place of Delivery**

**Container No.**

**Seal No.**

**Marks and Numbers**

**No. of Containers or Pkgs**

**Kind of Packages; Description of Goods**

**Gross Weight**

**Measurement**

**Total number of Containers or other Packages or Units**

(in words)

**Merchant’s Declared Value (See Clauses 8 & 19):**

Note:

The Merchant’s attention is called to the fact that according to Clauses 8 & 19 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 CT B/L issue**

**Total prepaid in local currency**

**No. of original CT B/L**

**SIGNATURE as the Carrier**

**LADEN ON BOARD THE OCEAN VESSEL**

Date

By

An enlarged copy of back clauses is available from the Carrier upon request.
1. Definitions
“Carrier” means the party on whose behalf this Bill of Lading has been signed.
“Merchant” includes the shipper, consignee, consignor, origin, and receiver of the Goods and the holder of this Bill of Lading.
“Goods” means the cargo described on the face of this Bill of Lading and includes any container not supplied by the Carrier.

2. Negotiability
(1) The presentation of this Bill of Lading shall be deemed negotiable, unless marked “non-negotiable”.
(2) By accepting this Bill of Lading, the Merchant and the Carrier agree to the terms of the Bill of Lading, which shall be prima facie evidence of their agreement.

3. Applicability
Notwithstanding the heading “Combined Transport Bill of Lading”, the provisions set out and referred to in this B/L shall also apply when the transport is performed by one mode of transport.

4. Law and Arbitration
(1) This Bill of Lading shall be prima facie evidence of the receipt by the Carrier of the total number of Goods described on the face hereof, and the Carrier may elect:
(a) to treat the performance of this contract as terminated and place the Goods at the Merchant's disposal at any place where the Carrier deems safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods ceases; or
(b) to deliver the Goods at the place designated for delivery.

5. Liability for Late Delivery
(1) If delivery of the Goods is not taken by the Merchant within a reasonable time after the Carrier has been discharged from liability in respect of such Goods, the Carrier may, at his discretion and without any responsibility attaching to him, sell, abandon or otherwise dispose of such Goods solely at the risk and expense of the Merchant.

6. Liability for Loss or Damage
(1) The Carrier shall be liable for loss of or damage to the Goods occurring between the place of receipt of the Goods and the place of delivery thereof, and the Carrier shall determine the loss or damage shall be determined by the provisions of the International Carriage of Goods by Sea Act of 1957, as amended.
(2) If it is proved that the loss or damage to the Goods occurred during transport by sea or inland waterways, the Carrier shall be liable for the loss or damage unless it can be shown that:
(a) an act or omission of the Merchant or person other than the Carrier acting on behalf of the Merchant, or
(b) compliance with the instructions of the person entitled to give them; or
(c) the lack of any necessary apparent condition of the Goods on delivery or
(d) handling, loading, stowage, unloading, or discharge of the Goods on behalf of, or for the account of, or
(e) inherent vice or nature of the Goods; or
(f) inefficiency or inattention of the Carrier or his servants or agents or
(g) strikes or lockouts or industrial or stoppage or restraint of labour from whatsoever cause, whether lawful or unlawful;
(h) any cause or event which the Carrier could not avoid and the consequence whereof he could not prevent by the exercise of reasonable diligence.

7. Defences and Limits for Carrier, Servants, etc.
(1) The Carrier and his servants or agents shall not be liable for delay, default, act or omission or otherwise by whatsoever kind, the Carrier, whether or not the transport is commenced.
(2) In any event the Carrier shall be discharged from all liability in respect of loss or damage unless:
(a) it is shown that the loss or damage was not caused by the negligence of the Carrier or his servants or agents;
(b) it is shown that the loss or damage was caused by the negligence or the default of the Merchant or his servants or agents;
(c) the loss or damage was caused by any act of the Merchant or other person;
(d) the loss or damage was caused by any act of any person other than the Carrier or his servants or agents;
(e) the loss or damage was caused by the nature of the Goods.
(3) The aggregate of the amounts recoverable from the Carrier and his servants or agents shall in no case exceed the limit provided for in this Bill of Lading.

8. Description of Goods
“Goods” means the cargo described on the face of this Bill of Lading and includes any container not supplied by the Carrier.
(1) If a container has not been filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of goods to its contents and the Merchant shall indemnify the Carrier against all losses, costs, expenses, or repairs arising from inaccuracies or inappropriateness of such description.

9. General Average
(1) If a container is not filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of or damage to its contents and the Merchant shall be held to have suffered any such loss or damage, and the carrier’s contribution shall be proportionate to the market value of the goods when received.
(2) The Carrier shall have no indemification for any loss of or damage to their contents or in connection with the Goods, including any container or household, and the carrier’s contribution shall be proportionate to the market value of the goods when received.
(3) TheCarrier has the right to inspect the Goods or package at any time and anywhere without the agreement of the Carrier.

(4) The provisions of paragraphs (1) through (3) of this Clause also apply with respect to trailers, containerable tanks, flats and pallets which have been filled, packed or stowed by the Merchant.

11. Delivery
(1) The Carrier shall have no indemnification for any loss of or damage to or in connection with the gold, silver, precious stones, precious metals, radioisotopes, precious chemicals, bullion, specie, specie, negotiable instruments, securities, writings, documents, pictures, embroideries, works of art, curiosities, or the loss or damage of any kind, and any expenses arising out of such shipment.

12. Refrigerated Goods
(1) The Merchant shall have no indemnification for any loss of or damage to refrigerated Goods, subject to the Agent’s terms and conditions of the Refrigerated Goods, unless the loss or damage was caused by the negligence of the Carrier or his servants or agents.

13. Valuable Goods
(1) The Carrier shall have no indemnification for any loss or damage to or in connection with the gold, silver, precious stones, precious metals, radioisotopes, precious chemicals, bullion, specie, specie, negotiable instruments, securities, writings, documents, pictures, embroideries, works of art, curiosities, or the loss or damage of any kind, and any expenses arising out of such shipment.

14. Valuable Goods
The Carrier shall be liable for the carriage of any shipment, subject to the contract, without any compensation or indemnity, and the carrier’s contribution shall be proportionate to the market value of the goods when received.