## **CONDITIONS**

	authority, customs, or other certificates to accompany the Goods or to comply with laws or regulations of any kind imposed with respect to the Goods by the authorities at any port or place or any act or omission of the Merchant. If for any reason whatsoever the Goods are refused for importation the Merchant shall be liable for and shall pay
Carriage must be whole or any part of the operations of services undertaken by Samskip in respect of the Goods covered by these Conditions. "Samskip" means the whole or any part of the operations of services undertaken by Samskip in respect of the Goods covered by these Conditions. "Samskip" means the covported entity within the Samskip group of companies mentioned in the quotation, transport order, booking confirmation and/or Bill of Lading, which company will are a carrier or fright information group of Cause S hereot.	return freight and charges thereon. (b) The Merchant undertakes that no claim or allegation, whether arising in contract, bailment, tort, negligence or otherwise, shall be made against the Servants which
"Charges" includes freight and all charges, ques, costs, expenses and money obligations incurred and payable by the Merchant. "Combined Transport" arises when a Place of Beceint and/or Place of De Bill of Lating or if no Bill of Lating is issued, is/are indicated	imposes or attempts to impose upon them or any vessel owned or chartered by the Servants any liability whatsoever in connection with the Goods or the Carriage of the
by the Merchant in its instructions to Samskip. "Conditions" means these terms and conditions for transport.	Goods whether or not arising out of negligence on the part of the Servants. If any such claim or allegation should newriteless be made, Merchant undertakes to defend, indemnify and hold Samskip harmless from all consequences thereof, including Samskip's or Servants' costs. Without prejudice to the foregoing, Servants shall have the benefit of all the terms, Conditions, exceptions and limitations of the contract for this Carriage as if these terms, Conditions etc. were expressly for their benefit; and in
"Container" includes but is not limited to any container, open top, platform, single unit vehicle, articulated-unit vehicle, trailer, semi-trailer, secu-box, cassette, huckepack trailer, van, swap body, train wagon, transportable tank, flat or pallet or any other unit or similar article to consolidate Goods and any equipment thereof or connected thereto.	entering into the contract for this Carriage, Samskip, to the extent of these terms, Conditions etc., does so not only on its own behalf but also as agent and trustee for the Servants.
.DCC <sup>+</sup> means Dutch Civil Code. "Goods" means the whole or any part of the cargo accepted from the Merchant and includes any Containers not supplied by or on behalf of Samskip. "Haque Rules" means the provisions of the International Comvention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August, 1924 as	<ul> <li>(c) The provisions of Clause 14(a), including but not limited to the undertakings of the Merchant contained therein, shall extend to claims or allegations of whatsoever nature against another Person chartering space on the carrying visces of the terminet.</li> <li>(d) The Merchant further undertakes that no claim or allegation which imposes or attempts to impose upon Samskip any liability whatsoever in connection with the Goods or the Carriage of the Boods shall be made against Samskip by any Person other than in accordance with the Carriage, whether or or darsing out of negligence on the gainst Samskip by any Person other than in accordance with the Carriage whether or or darsing out of negligence on the gainst Samskip by any Person other than accordance with the Carriage whether or or darsing out of negligence on the gainst Samskip by any Person other than accordance with the Carriage whether or or darsing out of negligence on the gainst Samskip by any Person other than accordance with the Carriage whether or darsing by a single start on the single st</li></ul>
amended by the Protocol signed at Brussels on 23rd February, 1968 and by the SDR Protocol (1979). "Holder" means any Person for the time being in possession of the Bill of Ladino to whom the property in the Goods has passed on or by reason of the consignment of the Goods.	or the Carriage of the Goods shall be made against Samskip by any Person other than in accordance with the Carriage, whether or not arising out of negligence on the part of Samskip. If any such claim or allecation should nevertheless be made. Merchant undertakes to defend, indemnify and hold Samskip harmless from and against all
	part of Samskip. If any such claim or allegation should nevertheless be made, Merchant undertakes to defend, indemnify and hold Samskip harmless from and against all consequences thered, including Samskip's or Servantis' costs. 15. TEMPERATURE CONTROLLED CAR60
Machinery "means any refrigeration, leading, adentically welfiliating or any other machinery, plants or apparatus attached to or this part Ootalians: Means of Transport means the Vesaria and/or any other means of transport (which may include without limitation: which, train or barge) used for the Carriage. "Merchant" includes, jointly and severally, the shipper, the receiver, the consignee, the holder, any Person owning or entitled to the possession of the Goods or of the Bill of Lading and anyone acting, which are as servand reagent or otherwise, for any of them.	<ul> <li>(a) Goods, including Goods of a perishable nature, may be carried in dry general purpose Containers or ordinary compartments in the Means of Transport without special protection, services or other measures unless there is noted on the front side of the Bill of Lading and/or expressly contracted in writing at the time of booking that the</li> </ul>
Lading and anyone acting, whether as servant or agent or otherwise, for any of them. Person <sup>1</sup> includes an individual group, company or other entity	Goods will be carried in refrigerated, heated, electrically ventilated or otherwise specifically equipped Containers or compartments or are to receive special attention in ar way
Person* includes an individual, group, company or other entity. Place of Delivery* means the final destination of the Goods as set out in the Bill of Lading or, if no Bill of Lading is issued, as indicated by the Merchant in its instructions to Samskip.	(b) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice of their nature and carryin temperature to be maintained and in case of a temperature controlled Container packed by or on behalf of the Merchant, further warrants and undertakes that the Goods
", Place of Receipt" means any place as set out in the Bill of Lading where the Goods are taken over for Carriage by Samskip. Port of Discharge" means any port (mentioned in the Bill of Lading or if no Rill of Lading is issued as indicated by the Merchant in its instructions to Samskip) at which Goods	have been properly, and at such correct temperature, and ventilation, if required, stowed in the Container and that its thermostatic controls and air vents have at all material times been appropriately set by him before received of the Goods by Samskio. If the above requirements are not comolied with, Samskio shall not be liable for any
are unloaded from the Vessel. "Port of Loading" means any port (mentioned in the Bill of Lading or, if no Bill of Lading is issued, as indicated by the Merchant in its instructions to Samskip.) at which the	loss of or damage to the Goods, howsoever arising. (c) The term "apparent good order and condition" when used in the Bill of Lading with reference to Goods which require temperature control, ventilation or other specialized
Coode are loaded on the Vessel	attention does not mean that the Goods, when received were verified by Samskip or its Servant as being at the carrying temperature, humidity level or other condition declinated by the Marchant
Volucia in subject on the research of the second se	(d) Samskip does not warrant that the Container or compartment of the Means of Transport will be properly ventilated, refrigerated or heated throughout the carriage, nor sha Samskip de label for any loss of or damage to the Goods arising from latent defects, derangement, breakdown or stopage of the temperature control machinery, plant, insulation and/or any aparatus of the Container or other Means of Transport and any other facilities whatsoever, provided that Samskip or is Sarent shall before ari it shall before ari it and in the standard or standard and any aparatus of the Container or other Means of Transport and any other facilities whatsoever, provided that Samskip or its Sarent shall before ari it and the standard or standard and any aparatus of the Container or other Means of Transport and any other facilities whatsoever, provided that Samskip or its Sarent shall before ari it and the standard or the standard and the
"Servants" shall include any of Samskip's and/or the Vessel's respective, registered owners, agents, sub-agents, servants, crew, employees, charterers, sub-charterers, include any of Samskip in a sub-charterers of any tier whether or not employed directly or indirectly by or on behalf of Samskip in	beginning of the Carriage exercise due diligence to maintain the thermostatic controls at the temperature range, if any, noted on the Bill of Lading.
performance of the Carriage. _Tariff" means Samskip's applicable tariff for the Carriage. = US COGSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.	damage to the Containers, its Machinery or to the Goods provided by the Merchant or its agent or servant, which arises from or as a consequence of:
"Vessel" means the vessel named in the Bill of Lading and any substituted vessel which may be, without limitation, any kind of vessel.	(i.) failure by the Merchant to provide or delay in providing a suitable electricity supply to operate the Machinery or failure to provide suitable electrical or other equipme to enable the electricity supply of the Vessel or the terminal to be connected to the Machinery, or;
TARIFF The terms of the Tariff are incorporated herein. Copies of the relevant provisions of the Tariff are obtainable from Samskip or its agents upon request. In the case of	(iii) refusal to connect the Vessel's or terminal's electricity supply to the Machinery and Samskip shall in this respect have an absolute right to refuse to permit such a connection if Samskip considers, at its sole discretion, that the Container or its Machinery is unsuitable for connection with electricity supply of the Vessel or the
inconsistency between the Conditions and the Tariff the Conditions shall prevail except with respect to the calculation of freight and other charges, in which case the Tariff shall prevail. MERCHANTY WARRANTY	terminal or would be unsafe if so connected, or; (iii). failure by the Merchant to timely proved Samskip with clear and adequate written instructions including but not limited to temperature settings, operating instruction and accurate details regarding the electrical or toul supply connections of the Machinery, inrespective of Samskip having asked for such instructions or not, or; (iv). failure by the Merchant to check the Machinery and that it is properly and eachyst set before receipt of the Container(s) by Samskip.
(a) The Merchant or MARDANT ( (a) The Merchant warrants that in agreeing to the Conditions he is, or has the authority of, the Person owning or entitled to the possession of the Goods and the Bill of Lading. (b) The Merchant warrants to Samskip that the particulars relating to the Goods as set out overleaf have been checked by the shipper on receipt of the Bill of Lading and that	<ul> <li>(ii) Tailure by the Merchant to check the Machinery and that it is properly and exactly set before receipt of the Container(s) by Samskip.</li> <li>(iv) Samskip shall have no liability whatseever if such refrigerated or heated Goods are not carried in compliance to any carrying temperature designated in writing by the</li> </ul>
(b) the metricinal warrange to satisfy that the particular relating to the doods as set our venteen have been checked by the singper of receipt of the bin of Lading and that such particulars and any other particulars thinshed by on on behalf of the shipper are correct and complete in all material respects and no representation of any nature as to such particulars, in favor of any person, is made, either directly, or by implication by Samskip.	<ol> <li>Sansky similater to addity indicated in soci religible to the test books are in claimed in a claimed to any set of the social and the social an</li></ol>
(c) The Merchant warrants that the Goods are in a condition and packed in a manner adequate to withstand the ordinary risks of the Carriage contemplated for in the Bill of Lading having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable.	(g) Whenever samskip produces any maximum valuation to a container with new, in order to advis to keep operating during the valuation creeks are emperative as as they appear from the setting and the thermostat of the said Machinery, then this shall be done at the sole responsibility of the Merchant. Samskip shall thus not be liab for any desame resulting from the fact that Samskip shall thus not be liab for any desame resulting from the fact that Samskip shall thus not be into the counter of the counter of the said Machinery.
Sub-CONTRACTING Samskip shall be entitled to sub-contract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and, without limitation, any and	for any damage resulting from the fact that Samskip does not provide such fuel or provides not enough fuel and/or does not check such temperature data or checks them incurrectly and/or does not provide the Merchant with the results of such check. 16. DANEERDUG GOODS
all other dulies whatsoever undertaken by Samskip in relation to the Goods. SAMSKIP ACTING AS CARRIER OR AS AGENT	<ul> <li>(a) The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, inflammable, radio-active, or damaging nature without previously giving written notice of their nature to Samskip, marking the Goods and the Container or other covering on the outside as required by any laws or regulations which may be</li> </ul>
5.1 Samskip as Carrier To the extent that Samskip acts as carrier for the performance of the Carriage, Samskip undertakes to perform or to procure the Carriage in its own name.	applicable during the Carriage
5.2 Samskin as Agent	all laws or regulations which may be applicable during the Carriage. (c) If the requirements of paragraphs (a) and (b) are not complicit with the Merchant shall defend indemnify and hold harmless Samskin analist all loss, damane or expense.
for the Carriage, storage or handling of the Goods nor for any other physical service in relation to them and acts solely on behalf of the Merchant in securing such services by establishing contracts with third parties so that direct contractual relationships are established between the Merchant and such third parties (making	arising out of the Goods being tendered for transportation or handled or carried by Samskip. (d) Goods which are or at any time become doncerous inflammable, radiactive or damanion may at any time or place, be unloaded, destroyed, or rendered harmless without
such contracts for such services on the terms and subject to the limitation of liability in use by such third parties).	compensation, and if the Merchant has not given notice of their nature to Samskip under (a) above, Samskip shall be under no liability to make any general average contribution.
such contracts and acts in all respects notwithstanding any departure from the Merchant's instructions	<ol> <li>CONTRAGAND The Merchant warrants that there will be no arms, stowaways, contraband or any other illegal drugs, cigarettes, alcohol or other unlawful merchandise stowed in the Goods or in/or the Containers. The Merchant shall indemnify and hold harmless Samskip and its Servants for any and all Charges or other costs, liabilities, fines, penalties Samskip may</li> </ol>
(d) Except to the extent caused by Samskip's negligence, the Merchant shall defend, indemnify and hold harmless Samskip in respect of any liabilities, loss, damage, costs, expenses, fines or penalities (incl. VAT debts) arising out of any contracts made in the procurement of the Merchant's requirements in accordance with this	suffer as a result of the Merchant breaching its warranty hereunder and irrespective whether the Merchant acted in good faith or not.
Clause 5.2. (e) All activities of Samskip acting as the Merchant's forwarding agent are performed subject to the Dutch Forwarding Conditions of the Fenex (Netherlands Association for Forwarding and Logistics), latest edition, but excluding the arbitration Clause contained therein (Art. 23).	<ol> <li>METAL PRODUCTS The term "apparent good order and condition" when used in the Bill of Lading with reference to iron, steel, or metal products does not mean that the Goods, when received, were free of visible rust or moisture. If the Merchant so requests, a substitute Bill of Lading will be issued omitting the above definition and setting forth any notations as to rus</li> </ol>
SAMSKIP'S RESPONSIBILITIES' PORT-TO-PORT SHIPMENT	or moisture which may appear on the mate's or tally clerk's receipts.
If Samskip acts as carrier and the Carriage is a Port-to-Port Shipment, the liability (if any) of Samskip for loss of or damage to the Goods occurring between the time when the Goods are loaded on to the Vessel and the time the Goods are discharged from that Vessel or from another Vessel into which the Goods have been transshipped shall be	<ol> <li>BOTH TO BLAME COLLISIÓN CLAUSE The Both-to-Blame Collision and New Jason Clauses published and/or approved by BIMCO and obtainable from Samskip or its agents upon request are hereby incorporated</li> </ol>
determined in accordance with any national law making the Hauge Rules compulsarily applicable to the BII of Lading, or in any other case in accordance with the Hauge Rules. Notwithstanding the above, Samskip shall be under no liability whatsever for loss of or damage to the Goods, howsover occurring, when such loss or damage arises prior to loading on or subsequent to discharge from the Vessel. It Samskip agreed to arrange terminal handling activities for the Marchant, Clause 7 hereof shall apply to these activities.	herein. 20. GENERAL AVERAGE AND SALVAGE
COMBINED TRANSPORT	(a) general average shall be adjusted, stated and settled according to York Antwerp Rules of 1994 at any port or place at the option of Samskip, whether declared by Samskip or a Servant, in respect of all cargo, whether carried on or under deck. The Merchant shall give such cash deposit or other security as Samskip may deem sufficient to
7.1 Samskip & Responsibilities: Combined Transport If Samskip acts as carrier and the Carriage is Combined Transport, Samskip undertakes the performance and/or in its own name to procure performance of the Carriage from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable, and, save as otherwise	cover the estimated general average contribution of the Goods before delivery if Samskip requires, or, if Samskip does not so require, within three months of the delivery of the Goods, whether or not at the time of delivery the Merchant had notice of Samskip's lien. Samskip shall be under no obligation to exercise any lien for general average
provided in the Bill of Lading or these Conditions, the Carrier shall be liable for loss of or damage to the Goods occurring during the Carriage to the extent set out below and	contribution due to the Merchant. In the event of accident, danger, danage or diasafer before or after commensement of the vyager resulting from any cause whatseever due to negligence or not, for which, or for the consequences of which, Samskip is not responsible by statute, contract or otherwise, the Boods and the Merchant shall contribute whit Samskip 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
elsewhere in these conditions. Articles 8:40 and 8:41 DCC shall not apply to Combined Transport. (a) Exclusions	salvage and special Charges incurred in respect of the Goods
Samskip shall be relieved of liability for any loss or damage if such loss or damage was caused by: (i) an act or omission, wrongful act or neglect, of the Merchant; (ii) the lack of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not	(b) In the event of the Master considering that salvage services are needed, the Merchant agrees that the Master shall act on its behalf to procure such services to the Goods. The Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant shall pay salvage and special charges incurred in respect of the Goods and shall give such cash deposit or other security as Samskip may deem sufficient to consider the Merchant security as Samskip may deem sufficient to the security security as Samskip may deem sufficient to the security security as Samskip may deem sufficient to consider the security
	cover the estimated salvage and special charges contribution of the Goods before delivery if Samskip requires. If a salving ship is owned or operated by Samskip salvage shall be paid for as fully as if such salving ship belonged to strangers. 21 FIRF
<ul> <li>(iii) insufficiency of or defective or inadequacy condition of packing or marking or numbers on the Goods, covering or unit loads,</li> <li>(iv) handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant;</li> <li>(iv) handling, loading as the Goode</li> </ul>	<ol> <li>Fine Samekip shall not be liable to answer for or make good any loss or damage to the Goods occurring at any time and even though before loading on, or after discharge from, the Means of Transport by reason or by means of any fire whatsoever unless such fire shall be caused by its actual fault or privity.</li> </ol>
(v) inherent vice of the Goods; (vi) strike, lock-out, stoppage or restraint of labor; (vii) a nuclear incident;	<ul> <li>(a) Goods may be stowed by Samskip or its Servants in Containers and/or consolidated with other Goods in Containers. Containers whether stowed as aforesaid or received</li> </ul>
<ul> <li>(viii) an ucuent,</li> <li>(viii) any cause or event, which Samskip could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.</li> <li>(b) Burden of Proof</li> </ul>	in a stowed condition from the Merchant may be carried on or under deck without notice to the Merchant and, subject always to Clause 12(b), if they are so carried the Harve Rules or (when anolicable) US COSAs as incorrected herein shall be applicable participation carried and or (deck and the Goods and/or Containers shall
The burden of proof that the loss or damage was due to one or more of the causes or events specified in Clause 7(1)(a) shall rest upon Samskip, save that when	(b) If a Container has not been stowed, miled, packed, subtled or loaded by Samskip or its Servant, the Bill of Lading shall be a receipt only for such a Container and Samskip (b) If a Container has not been stowed, miled, packed, subtled or loaded by Samskip or its Servant, the Bill of Lading shall be a receipt only for such a Container and Samskip shall not be lable for its of or damage to the contents and the Merchant shall defend, indemnify and hold harmless Samskip against any loss, damage, liability or expense
under (ii), (iii) or (iv), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or narthy hy none or more of these causes or events.	shall not be liable for loss of or damage to the contents and the Merchant shall defend, indemnify and hold harmless Samskip against any loss, damage, liability or expense has been caused by:
	incurred by Samskip, if such loss, damage, lability or expense has been caused by: () the manner in which the Container has been stowed, filled, packet, stuffed or loaded; or (i) the unsuitability of the contents for carrage in Containers; or
occurring, if such loss or damage arises prior to loading into the Means of Transport. If the Place of Delivery is not named on the face of the Bill of Lading, Samskin	(iii) the unsuitability or defective condition of the Container arising without any want of due diligence on the part of Samskip or its Servant to make the Container reasonably fift or the nurnose for which it is required or or
Means of Transport. If Samskip agreed to arrange terminal bandling activities for the Merchant, this Clause 7 bereof shall also apply to these activities.	<ul> <li>(iv) the unsuitability or defective condition of the Container which would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the</li> </ul>
(b) If the Carriage is Combined Transport, the period of liability of Samskip commences at the time when Samskip takes over effective control of all of the Goods in order	Container was stowed filled nacked stuffed or loaded; or
shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, when such loss or damage arises subsequent to discharge from the Means of Transport. If Samskip agreed to arrange terminal handing activities for the Merchant, this Clause 7 hered shall also apply to these activities. Of If the Carrage is Comhined Transport, the provided failability of Samskip commences at the time when Samskip takes over effective control of all of the Goods in order to have the Goods loaded into the Means of Transport in order to perform the Carrage. (c) If the Carrage is Comhined Transport, the provide of liability of Samskip ends at the time of Calravity to the consignee or receiver whose name is mentioned on the Bill	Container was stowed filled nacked stuffed or loaded; or
to have the Goods loaded into the Means of Transport in order to perform the Carrage. (c) If the Carrage is Combined Transport, the period of liability of Saraskig ends at the time of delivery to the consignee or receiver whose name is mentioned on the Bill of Lading or, if no Bill of Lading is issued, the consignee or receiver indicated by the Merchant in its instructions. (c) The period of liability of Saraskig also ends by the reflexal by the merchant in the Delivery Point to take delivery of the Goods.	Container was stowed, filled, packed, stuffed or loaded; or (v) packing Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (c) The Merchant shall inspect Containers before packing them and the use of Containers shall be prims facile evidence of the Containers being sound and suitable for use.
to have the Goods loaded into the Means of transport in order to perform the Carrage. (c) If the Carrage is Combined Transport, the period of liability of Saraski ends at the time of delivery to the consignee or receiver whose name is mentioned on the Bill of Lading or, if no Bill of Lading is issued, the consignee or receiver indicated by the Merchant In its instructions. (c) The period of liability of Saraski also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods. (e) Clause 11 hereof shall apply to all Carrages, including Combined Transport. Her AMOUNT OF COMPENSATION.	Container was stowed, filled, packed, stuffed or loaded; or (*) packing Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (c) The Merchant shall nepsect Containers before packing them and the use of Containers shall be prime face evidence of the Containers being sound and suitable for use. (d) Samsking disc Strategies shall be entitled, but under no obligation, to open any Container at any time and to inspect the contents. If thereupon appears that the content or any part thereof cannot safely or popelry be carried or carried further, either at all or without fucuring any additional expense or taking any measures in relation to the promote the contents of the content of the co
<ul> <li>In have the Ecode loaded into the Means of Traisport in order to perform the Carrage.</li> <li>In have the Ecode loaded into the Means of Traisport in order to perform the Carrage.</li> <li>In the Carrage of th</li></ul>	Container was stowed, filled, packed, stuffed or loaded; or (*) packing Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (c) The Merchant shall inspect Containers before packing them and the use of Containers shall be prima face evidence of the Containers being sound and suitable for use. (d) Samsking disc Structures shall be entitled, but under no obligation, to gen any Container at any time and to inspect the contents. If thereupon appears that the content or any part thereof cannot safely or poperly be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to the Container or its contents or any part thereof. Samskip or its Sarvaria may adamote transportation thereof and/or take any measures and/or incurring reasonable additional expenses to carry or to continue the Carriage or to store the same ashere or afleat under cover or in the open, at any pack, which storage shall be detend to constitute du d) ellower under these Containers on part thereof. The Samskip against ary reasonable additional sequences on curred.
to have the Gook loaded into the Means of Traisport in order to perform the Carrage. (In the Carrage Is Comhards Transport, the period of liability of Samaky ends at the time channer way the consignee or receiver whose name is mentioned on the Bill (In the period of liability of Samska pass ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods. (In the period of liability of Samska pass ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods. (In the period of liability of Samska pass ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods. (In the Delivery Point to take delivery of the Goods. (In Subject to CoMPENSATION) (In Subject to CoMPENSATION) (In the Samska pass ends of the Composition o	Container was stowed, filled, packed, stuffed or loaded; or (*) packing Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (c) The Merchant shall inspect Containers before packing them and the use of Containers shall be prima face evidence of the Containers being sound and suitable for use. (d) Samsking disc Structures shall be entitled, but under no obligation, to gen any Container at any time and to inspect the contents. If thereupon appears that the content or any part thereof cannot safely or poperly be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to the Container or its contents or any part thereof. Samskip or its Sarvaria may adamote transportation thereof and/or take any measures and/or incurring reasonable additional expenses to carry or to continue the Carriage or to store the same ashere or afleat under cover or in the open, at any pack, which storage shall be detend to constitute du d) ellower under these Containers on part thereof. The Samskip against ary reasonable additional sequences on curred.
(b) have the Gook loaded into the Means of Transport in order to perform the Currage. (c) If the Carrage is Committed Transport, the period of liability of Samsky ends at the time of entrin in basic topic of the control of liability of Samsky ends at the time of entrin in the state of the control of liability of Samsky as ends by the reflectal by the consignee or receiver at the Delivery Point to take delivery of the Goods. (e) The period of liability of Samsky aske ends by the reflectal by the consignee or receiver at the Delivery Point to take delivery of the Goods. (e) Clause I Intered shall apply to all Carrages, including Combined Transport. THE AMOUNT OF COMPENSATION (a) Subject to Causes 6, 7 and 29 and paragraphs (b), (c) and (i) of this Cause 8, when Samsky is liable for compensation in respect of loss of or damage to Goods, such compensation shall be calculated by reference to the vivole cavalue of the Soods at the place and time they are delivered to the Merichant in accordance with the contract or should have been so delivered. The value of the Goods allog be to facuse for any craft basis. (i) If there is no involve value of the Coods, such compensation shall be calculated or reference to the value of such Goods at the face and time they are delivered to the Merichant in accordance with the contract or should have been so delivered. The value of the Goods and be top decorrectly be face common they are delivered to the Merichant in accordance with the contract or should have been so delivered. The value of the Goods at the face and time to common walk and Goods of the same kind and quality.	Container was stowed, filled, packed, stuffed or loaded: or packing Good, which need temperature control, including refrigerand Goods that are not at the correct temperature for carriage hermander. (c) packing Good, which need temperature control, including refrigerand Goods that are not at the correct temperature for carriage hermander. (c) packing Good, which need temperature control, including refrigerand Goods that are not at the correct temperature for carriage hermander. (d) Samskip and its Servants shall be entitled, but under no abligation, to open any Container at my time and to inspect to cating any measures in relation to the Container or its contents or any part thereof. Samskip or its Servant may abandon transportation thereof and/or takes my measures and/or incur any reasonable additional appress to carry or to continue the Carringe of to store the same schere or alida cult or content. The same shore and and unitable for content and the same takes of the contents appress to content with the Carring or to store the same schere or alida under core or in the content. The same shore and and unitable for content and the same shore and and unitable for content and the same takes are more and the same takes and the same shore and and unitable for content and the same takes are made and the same shore and and unitable for content and the same takes are made and the same shore and and unitable for content and the same shore and and unitable for content and the same shore and and unitable for content and the same shore and and unitable for the same shore and and unitable for takes are shore and and unitable for takes are shore and and unitable for takes are shore and and the same shore and and unitable for takes are shore and the same shore and and unitable for takes are shore and the same shore and and unitable for takes are shore and and the same and the san
In the clock loaded into the Means of Transport in order to perform the Currage.     (I) If the clarge is Committed Transport, the period of lability of Standing ends at the time of delivery to the consignee or receiver whose name is mentioned on the Bill     of Lading or, if no Bill of Lading is staud, the consignee or receiver indicated by the Merchant in It instructions.     (I) Lading or, if no Bill of Lading is staud, the consignee or receiver indicated by the Merchant in It instructions.     (I) Clause 1. There of shall point you all Carriages, including Combined Transport.     (I) Clause 5, 7 and 29 and paragraphs b), (c) and (i) of this Clause 8, when Samskip is liable for compensation in respect of loss of or damage to Boods, such     compensation shall be calculated by reference to the invoice value of the Boods, such     compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the     Merchant in accordance with the contract or should have been a deliverd. The value of the Goods shalls be find according to the commodity exchange price or, if there be     negative price, or difference or the normal value of Goods of the     mediated by reference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the received to the Goods of the     mediated by treference to the trade of the Bill of the Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     mediated by treference to the normal value of Goods of the     has been devidered by the Merchant here price and in the space ca	Container was stowed, filled, packed, stuffed or loaded; or (i) packing Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (ii) acking Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (iii) Samskip and its Servantes shall be entited, by another using many temperature to the prime temperature of the contents. (iii) Samskip and its Servantes shall be entited, by another using the content of any Bortainer is the prime temperature of the contents. (iii) Samskip and its Servantes shall be entited, by another using the content of any Bortainer is the content of the contents. (iii) Samskip and its Contents or any part thereof, Samskip or its Servant may abandon transportation thereof and/or takes may measures and/or incur any reasonable additional expenses to carry or to continue the Carriage of to store the same shore or afloat under cover or in the equility, and thereof to carry the continue the Carriage of the content shall informitly Samskip against any reasonable additional expenses and/or incur any reasonable additional expenses to carry or to continue the Carriage of the Samskip against any reasonable additional expenses and/or incur any reasonable additional expenses that or Samskip, Samskip and have being the under cover or in the equit, at any place, which storage shall be detended to constitute the Merchant or Samskip, Samskip and have being the under cover or in the sand togots. (i) Where a Container owned or leased by Samskip or its Servant is unpacked at the Merchant's premises the Merchant's fortwith the precision during the Container on the fort of edinger of the sand togots. (i) Where a Container owned or leased by Samskip or its Servant is unpacked at the Merchant's premises the Merchant's fortwith the Proceeding time. The Merchant's additional expenses which and the sand togots of the sand togots. (ii) Where a Container owned o
<ul> <li>In have the Goods loaded into the Menas of Traisport in order to perform the Carrage.</li> <li>In during or, if no Bill of Langing is issuid, the consignee or receiver and the consignee or receiver whose name is mentioned on the Bill of Langing or if no Bill of Langing is issuid, the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>(i) The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>(ii) The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>(iii) The Point of CollerGR ATININ</li> <li>(iii) Carlare of the Weine Coller of CollerGR ATININ</li> <li>(iii) The reis no limole value of the Goods, such compensation shall be calculated by reference to the Sould e South Coller of a por rath basis.</li> <li>(ii) The reis no limole value of the Goods, such compensation shall be calculated by reference to the sould e South Colles and Coller of the Coler of the Coller of the Cole of the Coller of the Col</li></ul>	Container was stowed, filled, packed, stuffed or loaded: or stacking Good, which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hermander. (i) packing Good, which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hermander. (ii) Samskip and Its Servants shall be entitled, but under no abligation, to open any Container at my time and to inspect to cating any measures in relation to the Container or its contents shall be entitled, but under no abligation, to open any Container at my time and to inspect to cating any measures appress to carry or to continue the Carrings or to store the same subner or alided and or without incurring any additional expenses and/or incur any reasonable additional appress to carry or to continue the Carrings or to store the same subner or alided under cover or in the contents. If it thereuges hall be deemed to constitute the Container or its contents or any part thereof. Samskip or its Servant may abandon transportation thereof and/or takes my measures and/or incur any reasonable additional appress to carry or to continue the Carrings or to store the same subner or alided under cover or in the caper, al any place, which througe shall be deemed to constitute due (ii) Where the Goods in respect of which Bills of Lading have been issued form part of an LCL shipment which has been consolidated into a Container on behalf of elther the Merchant abase label for any loss of changes to store the same stated at the Merchant's premises the Merchant's information there along the same due to take the there to the south degods. (i) Where a Container owned or leased by Samskip on the Servant is unpacked at the Merchant's information reformed there the merchant's and being the part of degods and to be applied to state with the press-temperature shall be or any loss of or damage to container and there aupperment which the technet's ratik and cose return a Container within
<ul> <li>In have the Goods loaded into the Menan of Transport in order to perform the Carrage.</li> <li>In have the Goods loaded into the Menan of Transport in order to perform the Carrage.</li> <li>In the period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Subject to Charses 6, 7 and 29 and paragraphs (b), (c) and (i) of this Chause 8, when Samskip is liable for compensation in separation of samskip also and any programs (b). (c) and (c) of this Chause 8, when Samskip is liable for compensation table calculated by reference to the whore value of the Goods, such compensation shall be calculated by reference to the source of the source o</li></ul>	Container was stowed, filled, packed, stuffed or foaded; or (v) packing Goods when here demperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (c) The Merchant shall inspect Containers before packing them and the use of Containers shall be prime facie evidence of the Containers being sound and suitable for use. (d) Samsky and its Servent shall be entitled, but under in obligation, in oper any Container at any time and to inspect the contents: being sound and suitable for use. (e) Samsky and its Servent shall be entitled, but under in obligation, in oper any Container at any time and to inspect the contents. (e) Samsky and its Servent shall be entitled, but under it obligation, in oper any Container any time any measures and/or incur any reasonable additional expenses to carry or to continue the Carriage or to store the same shalper or allocut under cover or in the oper, at any place, which storage shall be deemed to constitute due delivery under these Conditions. The Merchant shall indemnity Samskip against any reasonable additional expenses on consolidated into a Container on behard of either the Merchant or Samskip, Samskip shall have liberty to ungack set the Merchant's premises the Merchant's reference and shall have liberty to ungack such Container in order to effect delivery of the add Goods. (i) Where a Container control of leader by Samskip and June the into previous the Merchant's reference to evide the Merchant's deliver of the add Goods. (ii) The Activation of leader by Samskip shall have liberty to ungack set the Merchant's previous the Merchant's forthem the time the store than the shall be liable for any loss of or damage to Container where the Container where the container which the prescription them. The Merchant shall be liable for hire, cleaning costs, demurage, iss and expenses which may result from any tailure or delay in the theoretant's trivents or effect and there, unitors theoretant's trivents does (ii) The Merchant
<ul> <li>In have the Goods loaded into the Menan of Transport in order to perform the Carrage.</li> <li>In have the Goods loaded into the Menan of Transport in order to perform the Carrage.</li> <li>In the period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Subject to Charses 6, 7 and 29 and paragraphs (b), (c) and (i) of this Chause 8, when Samskip is liable for compensation in separation of samskip also and any programs (b). (c) and (c) of this Chause 8, when Samskip is liable for compensation table calculated by reference to the whore value of the Goods, such compensation shall be calculated by reference to the source of the source o</li></ul>	Container was stowed, filled, packed, stuffed or fosded: or secting South with level etimpeture control, including refigured Goods that are not at the centred tempetures for carriage hermated. (c) Executing South with level etimpeture control, including refigured Goods that are not at the centre tempetures for carriage hermated. (c) Samskip and its Servants shall be entited, but under no obligation, to open any Container at any time and to inspect to taking any measures in relation to the Container or the contents. The Merchan State or property be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to the Container or the contents. The Merchan State or property be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to container or the contents. The Merchan shall informitly Smarkip against any resonable additional cocenses as incurred. (e) Where the Goods in respect of which Bills of Lading have been issued form part of an LCL stipment which has been consolidated into a Container on derived the state Merchan or Samskip, Samskip shall have lefter to unspeck action Container in order taking any measures and/or incur any reasonable additional expenses on the Merchan temperature on the state of the celleroy of the said Goods. (e) Where the Goods in respect of which Bills of Lading have been issued form part of an LCL stipment within has been consolidated into a Container in other the said container, on the merchand bills and the said of the said foods. (f) Where a Lond integrating the said container in other said to a container. In other the Merchant shall be labe for hirs, container, container and other equation than shall merchant is shall be container. In the Merchant shall be labe for hirs, container, container dort have the right to retrieve the Container in divert Merchant distanter or the Merchant shall be labe for hirs, container on thanking in connection wi
<ul> <li>In save the Goods loaded into the Menna of Traisport in order to perform the Currage.</li> <li>In the consignee or receiver whose name is mentioned on the Bill of Lading (i straing).</li> <li>In the period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The Automatical A. Schulard Delivery by all Carriages. Linking Combined Transport.</li> <li>The Automatical A. Schulard Delivery and Delivery and Delivery Point to take delivery of the Goods.</li> <li>The Automatical A. Schulard Delivery and Delivery and Delivery and Delivery and Delivery Point to take delivery of the Goods.</li> <li>The Pariod of Lading Delivery and Delivery</li></ul>	<ul> <li>Container was stowed, filled, packed, stuffed or faded: or</li> <li>(i) packing Goods which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder.</li> <li>(ii) The Merchant shall inspect Containers before packing them and the use of Containers shall be prime facie evidence of the Containers being sound and suitable for use.</li> <li>(iii) The Merchant shall inspect Containers before packing them and the use of Containers shall be prime facie evidence of the Containers being sound and suitable for use.</li> <li>(iii) or any part thereof, container or its contents or any part thereof. Samskip or its Servant may abandon transportation thereof and/or takes may measures and/or incur any reasonable additional expenses to carry or to continue the Carriage or to store the same abance or abanct and event this ab the incurred.</li> <li>(iii) Where a Container or these Containers or its dore the same abance or abanct undice cover or in the end constructive and/or taking as the measures in relation to the dore of the container or taking any measures and/or incur any reasonable additional expenses or continue the Carriage or to store the same abance or abanct undice cover or in the Goods in respect of which Bills or Lading have been assured from ratio. Lis, shipment which has been consolidated into a Container on behall of either the the Goods in respect of which Bills or Lading have been any or to the point dicearization or taking any measures and/or incur any reasonable additional expenses or which the into stipulated by Samskip or the Sarvant tay ungokee the container inself from the there at the ortainer which may result from any taking or to servant stipulated by Samskip or the Sarvant tay ungokee.</li> <li>(ii) The Merchant shall the lable for any isos of a damage to Container and there equipment while the supply of a Container to the Merchant shall to elable for any isos of a damage ador delety to use Container and t</li></ul>
<ul> <li>In the conduct loaded into the Menas of Traisport in order to perform the Carrage.</li> <li>If the Carrage is continued traisport, the protocol famility of Samily ends at the Menchant in Is instruction:</li> <li>The period of liability of Samishp also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Class II Intered shall apply to all Carrages. Lituding Comband IT Insport.</li> <li>The period of liability of Samishp also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Class II Intered shall apply to all Carrages. Lituding Comband IT Insport.</li> <li>Subject To CAMPENSATION</li> <li>Subject To Louges 5, 7 and 2 and paragraphe (b), (c) and (i) of his Classe 9, when Samishp is liabile for compression in respect of loss of or domase 16 Goods, such as containes. The AMOUNT OF COMPENSATION</li> <li>Subject To Louges 6, 7 and 2 and paragraphe (b), (c) and (i) of his Classe 9, when Samishp is liabile for compression in respect of loss of or domase 16 Goods, such as containes with and the books any partial lises or demays the scalar and the hey are delivered to the Merchant in a contrast or shub line whe been so delivered. The value of the Goods shub to finde according to the contrast or shub line whe been so delivered. The value of the Goods shub to finde according to the contrast or shub line when an earticle of SDP or hiogenee of respective to the source of the scalar delivered to the Merchant in a contrast or shub line when an edivered SDP or hiogenee of respective to the condo shub of the finde according to the contrast or shub line when an edivered SDP or hiogenee of runners market price. If there is no monitor y such that the formation the sec of SDP or hiogenee or the source hind and upailly.</li> <li>There is no involves explicit to the contrast or shub his Clauses, any partial loss or damage shall be adjuicted for or tan one basis of acut</li></ul>	Container was stowed, filled, packed, stuffed or foaded: or (i) packing Good which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (ii) Samskip and IS Servants shall be entitled, but under no obligation, to open any Container at not in a spot of the contents. If it thereupon appears that the contents or any part thereof cannot stelly or property be carried or carried further, either at all or without functional asyme assures and/or incur any reasonable additional expenses to carry or to continue the Carriage of to store the same ashere or affect and or to the content. If it thereupon appears that the Container or its contents or any part thereof, Samskip or its Servant may abandon transportation thereof and/or takes my measures and/or incur any reasonable additional expenses to carry or to continue the Carriage of to store the same ashere or affect under cover or in the content. (ii) Where a horizon is may part thereof, Ramskip or its Servant may abandon transportation thereof and/or takes more there at the container or may part thereof, Ramskip or its Servant tay abandon transportation thereof and/or takes more where the Goods in respect of a. The Bills of Ladin herein the statistical darge and the content in the content or takes and there at the container on behalf of either the Merchant or Samskip, Samskip bait have left to the under container in order to Cl at the statistical darge. (ii) Where a Container owned or leased by Samskip or its Servant is unpacked at the Merchant synthese which may result from any failure or delay in intrum of the Container on behalf of either the Merchant dard belief for ther, cleaning costs, demurrage, issa and expenses which may result from any failure or delay in the Merchant for the lease of the container or of easing boods. (ii) The Merchant shall be liable for any loss of or stange boods canneed on the easing oblig of a container tor the Merchant shall indeminify and hold Samskip harmises
<ul> <li>In two the Goods loaded into the Menas of Transport in order to perform the Carrage.</li> <li>If the Carrage is Community Transport, the protocol famility of Samskip ends at the time channer by the consignee or receiver whose name is mentioned on the Bill</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Clause 5. There of All apply to all Carriages, including Combined Transport.</li> <li>Subject to Counters 5. There of All apply to all Carriages.</li> <li>Clause 6. The dotted apply to all Carriages.</li> <li>Clause 6. The count of the Coods, such compressition shall be calculated by reference to the value of such Goods at the Ende according to the contract or should have been so delivered. The value of the Goods shall be face according to the contract or should have been so delivered. The value of the Goods shall be face according to the contract or should have been so delivered. The value of the Goods shall be face according to the contract or should have been so delivered. The value of the Goods shall be face according to the contract or should have been so delivered. The value of the Goods shall be face and time they are delivered to the merchani in a quality.</li> <li>Clause 5. The source of the source of</li></ul>	Container was stowed, filled, packed, stuffed or fisaded: or (i) packing Good which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hermander. (ii) Samskip and its Servants shall be entitled, but under no abligation, to open any Container at number that is being the contents. If it thereauxon appears that the content or any part thereof cannot stafely or poorty be carried or carried further, either at all to symmet the contents. If it thereauxon appears that the content or any part thereof cannot stafely or poorty be carried or carried further, either at all or without (ancring any additional expense or taking any measures appearse to carry or to continue the Carring or to store the same subner or alload and or expit. If any measures and/or incur any reasonable additional appearse to carry or to continue the Carring or to store the same subner or alload and or core or in the contents. If it thereauxon appears that the container or its contents or any part thereof. Samskip or its Servart may abandon transportation thereof and/or takes any measures and/or incur any reasonable additional appearse to carry or to container on there to first or the same shore or alload under core or in the cent, at any place, which (ii) Where a Container owned or leased by Samskip or its Servart is unpacked at the Merchant's premises the Merchant's responsible for returning the Container with interior the additional expenses of which Bills of Lading have been issued form part of an LCL shorement which has been container. In costs the same container owned or lease of y Samskip part is Servart is unpacked at the Merchant's return of the calculator of the same costs. (ii) Where a Container within the time situated by Samskip part have the right to returne thore any diary or diary are container. In cess the Merchant's the Merchant's the merchant's and the same costs of the Merchant's while the merchant's and the same costs of the Merchant's the same costs of the Merch
<ul> <li>In have the Book backed into the Menas of Trategort in order to perform the Carrage.</li> <li>In the performance of the Second Secon</li></ul>	<ul> <li>Container was stowed, filled, packed, stuffed or fisaded: or</li> <li>(i) packing Good which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder.</li> <li>(ii) Samskip and IS Servants shall be entitled, but under no obligation, to open any Container at not in time and to inspect to taking any measures in relation to the content.</li> <li>(iii) Samskip and IS Servants shall be entitled, but under no obligation, to open any Container at not in any time and to inspect to taking any measures in relation to the Container or its contents or any part thereof. Container or its contents or any part thereof. Samskip or its Servant may abandon transportation thereof and/or take my measures and/or incur any reasonable additional expenses to carry or to continue the Carring or to scrip the same shore or affect and low or take. Which that the contents of the contents of the content or sample and the content or sample. Samskip or its Servant is unpacked at the Merchant's premises the Merchant's premises the Merchant's premises the add coods.</li> <li>(ii) Where a Container owned or leased by Samskip or its Servant is unpacked at the Merchant's premises the Merchant's the sense the Merchant's and the lead to clease to the Port of Dischanter or other of the said coods.</li> <li>(ii) Where a Container owned or leased by Samskip or riss Servant is unpacked at the Merchant's premises the Merchant's cost of the Merchant's the Interference on the Port of Dischanter or design in mercent to the said coods.</li> <li>(ii) The Merchant shall be leaded to clease to or damage to Container and other squipment.</li> <li>(iii) The Merchant shall be leaded to clease to or damage to Container and other squipment.</li> <li>(iii) The Merchant shall be leade for any loss of or damage t</li></ul>
<ul> <li>In have the Bodd loaded into the Menas of Traisport in order to perform the Carrage.</li> <li>In have the Bodd loaded into the Menas of Traisport in order to perform the Carrage.</li> <li>In the period of Isability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Godds.</li> <li>Canas of There should be added to the Menas of Traisport in order to perform the Carrage.</li> <li>The Addouble To F COMPENSATION</li> <li>Compensation shall be calculated paragraphs (b), (c) and (d) of this Cause 8, when Samskip is liable for compensation in respect of loss of or damape to Godds, such compensation in accordance with the whore value of the Godds.</li> <li>There is no invoice value of the Godds. Such compensation shall be calculated by reference to the Sulue of such Goods shall be alculated by reference to the value of such Goods shall be alculated by reference to the value of such Goods shall be alculated by reference to the solue of such Goods shall be alculated by reference to the construct or shall be alculated by reference to the construct or shall be alculated by reference to the solue of the Goods shall be alculated by reference to the solue of the Goods shall be alculated by reference to the solue of the Goods shall be alculated by reference to the solue of the Goods shall be alculated by reference to the solue of the Goods shall be alculated by reference to the solue of the Goods shall be alculated by reference to the compension of the Goods shall be alculated by reference to the compension shall be calculated by reference to the compension shall be adjusted provide provide herein. Samskip shall in no circumstance whatsever rol hows severe be liable for any direct or induced value.</li> <li>Unless otherwise provide herein. Samskip shall in on circumstance whatsever rol hows severe be liable for any direct or induced value.</li> <li>Save as otherwise provide herein. Samskip shall in no circumstance whatsever</li></ul>	Container was stowed, filled, packed, stuffed or fisaded: or (1) packing Good which need temperature control, including refrigerated Coods that are not at the correct temperature for carriage hermated: (2) packing Good which need temperature control, including refrigerated Coods that are not at the correct temperature for carriage hermated: (3) Sanskip and its Servants shall be entitled, but under no abligation, to open any Container at my time and to inspect to taking any measures of any part thereof cannot stafely or poorphic be carried or carries that are sime taken to the contents. If it thereauxon appears that the content or any part thereof cannot stafely or poorphic be carried or carries able or adhiad and to without (ancring any additional expense or taking any measures appearse to carry or to continue the Carring or to stafe the same share ar alide and or without (ancring any additional expense and/or incur any reasonable additional appearse to carry or to continue the Carring or to stafe the same share ar alide and or content. If there are the contents in the order order on the carry or to container on the lat of editional appearse to carry or to container on the part of the content in order or effect of ellevy of the said Goods. (e) Where a Container owned or leased by Samskip or its Servarit is unpacked at the Marchant's premises the Merchant's responsible for returning the Container with interior the advectant do the said of the said of Container in order to effect of ellevy of the said Goods. (f) Where a Container within the time situated by Samskip path lave the right to retrieve the Container inder or delay in return of the Advectant's site, and cost return a Container within the time situated by Samskip path lave the right to returne the said socid of the Merchant's without on the advectant's site, and cost return a Container within the time situated by Samskip path lave the right to returne the said socid of the Merchant's without on the advectant's site, and cost return a Contai
<ul> <li>In save the Bodd loaded into the Menas of Traisport in order to perform the Carrage.</li> <li>In a support of a support of the Support of the Support of Suppor</li></ul>	Container was stored, filled, packed, stuffed or inseled: or (c) packing Good, which need temperature control, including refregered Goods that are not at the correct temperature. For carringe hermander: (c) samskip and its Servants shall be entitled, but under no obligation, to open any Container at any time and to inspect or taking any measures of samskip and its Servants shall be entitled, but under no obligation, to open any Container at any time and to inspect or taking any measures of any part thereof cannot stelly or properly be carried or carring further, effert at all or without incurring any additional expense or taking any measures of any part thereof cannot stelly or properly institution of the stell or without incurring any additional expense and/or incurr any reasonable additional delivery under these Container on taking any measures in taking any measures of the stell or taking any measures in taking on the stell or taking any measures of the stell or taking any measures and/or incurr any reasonable additional delivery under these Container on the taking any measures (e) Where the Goods in respect of which Bills of Lading have been issued form part of an LCL stipment which has been consolidated in the activity of the stell of container. In device the stell of the stell of the stell of the stell of the stell or others of the stell or other taking any measures (f) The Mechant stells is for any isso or taking to Container in other stell or other taking any measures (g) The Mechant stell as iso for any store or taking to container with in the mechant without notice at Mechant without the resonable additional (h) The Conditions with integer or taking to Container in other stell or other with or without the percention of the stell are resonable additional container within the time situated by Samskip and the are not the supplice of the supplice of the scrifts of the Mechant without notice at Mechant stell and the stell of a stell or or stalls or any instell or any stell or taking to Conta
<ul> <li>In two the Goods loaded into the Means of Traisport in order to perform the Carrage.</li> <li>If the Carrage is communicating the control of basility of Samsky period of labelity of Samsky period.</li> <li>If the period of labelity of Samsky pass ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Casse I Intered shall apply to all Carrages. Luciding Combined IT nansport.</li> <li>The period of labelity of Samsky pass ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Goods.</li> <li>Casse I Intered shall apply to all Carrages. Luciding Combined I Transport.</li> <li>Sobject to Counters Nano.</li> <li>Sobject to Louises 5, <i>T and 2</i> and paragraphe (b), (c) and (i) of this Classe 9, when Samsky is label for compression in respect to loss of constance to basis.</li> <li>If there is no invoice value of the Goods, such compression shall be calculated by reference to the value of such Coods shall be face according to the contract or shall have been so delivered. The value of the Goods shall be face and carcofting to the contract or shall have been so delivered. The value of the Goods shall be face of the Goods shall be face of the Good shall be face of the G</li></ul>	Container was stowed, filled, packed, stuffed or ladded: or (1) packing Good which need temperature control, including refrigerated Coods that are not at the correct temperature for carriage termender. (2) Eaching Good which need temperature control, including refrigerated Coods that are not at the correct temperature for carriage termender. (3) Samskip and its Servants shall be entitled, but under no abligation, to open any Container at my time and to inspect to taking any measures or any part thereof cannot stafely or poorphic be carried or carried fruthme, either at all or without incruing any additional expense or taking any measures in container or its Servants shall be entitled. But under no abligation, to open any Container at my time and to inspect to taking any measures and/or its or any part thereof. Samskip or its Servant may abandon transportation thereof and/or takes any measures and/or incru any reasonable additional apprises to carry or to continue the Carringe of to soften the same shaher a vialau and core or or in the cerit, at any place, which apprises to carry or to container on there to first of the same to first of the same to first of the same to constitute do carringe there the Goods in respect of which Bills of Lading have been issued form part of an LCL shipment which has been consolidated into a Container on the taid of the same to the same to constitute do the advection of the same type to unpack excits. Container in order to effect of ellery of the same to constitute of the there a Container owned or leased by Samskip path Barver the interform any line or delay in tertum of the Container, in case the Merchant or subset for interving the Container, in case the Merchant or visition in the Container in the there also the same container, incruding the Merchant or visition in the time situated by Samskip path lines the first the responsible for returning the Container in the time situated by Samskip path there the regulated by Samskip path and the same docas. The Merchant that
<ul> <li>In have the Book banded into the Manas of Transport in order to perform the Carrage.</li> <li>In have the Book banded into the Manas of Transport in order to perform the Carrage.</li> <li>In the period of Isability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gooks.</li> <li>The period of Isability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gooks.</li> <li>The period of Isability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gooks.</li> <li>The Solbert to Charles 5.7 and</li> <li>Book and the Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gooks. such compensation shall be calculated by reference to the Gooks, any particular Samskip also and and the Samskip and the period of Isability of Samskip and Carodinary with the voice value of the Gooks, such compensation shall be calculated by reference to the solate of Samskip and the samskip of the Samskip of Samskip and Samskip of the Samskip and S</li></ul>	Container was stowed, field, packed, stuffed or fassded: or (i) packing Good when here demograture control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (ii) Samskip and its Servants shall be entitled, but under no obligation, to open any Container at my time and to inspect to thism any measures in relation to the Container or its Servants shall be entitled. But under no obligation, to open any Container at my time and to inspect to thism any measures in relation to the Container or its contents or any part thereof. Samskip or its Servant may abandon transportation thereof and/or takes my measures and/or incur any reasonable addition appress to carry or to continue the Carriage or to scire the same schere or allocal under cover or in the contents. If it theremues to incur any reasonable addition appress to carry or to continue the Carriage or to scire the same schere or allocal under cover or in the content. (ii) Where the Goods in respect of which Billi or Lading have been issued form part of an LCL shipment which has been consolidated for a Container on behalf of either the Merchant or Samskip, Samskip ball have liber jub ungack acks. Container in order to effect delivery of the said Goods. (ii) Where a Container owned or leased by Samskip or its Bervant is ungacked at the Marchant's to the Marchant's whilm the prescribed time. The Merchant tratum a Container whilm the fine situated by Samskip shall have the right to retrieve the Container while the Merchant's while the Proof Discover of canages to Container and other equipment. (ii) The Container shall be lob or yois os of canages to Container and other equipment. (iii) The Container shall be the schere or canage to Container and other equipment. (iii) The Container shall be weight or measurement, or at Samskip soption, on actual gross discharged weight or measurement. Freight may be calculated on the basis of the particulars as furner the Merchant there, bus damional trefits parkeb, the Goods and
<ul> <li>In have the Bodd badd into the Meran of Traisport in order to perform the Carrage.</li> <li>In the perform the Codd state of the Consignee or receiver at the Delivery to the consignee or receiver at the Delivery of the Consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(e) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(f) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(f) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(f) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(f) If there is no livoice value of the Codds. such compensation shall be calculated by reference to the value of such Codds at the Bead calculated by reference to the source of the Codds shall be face acculated on a pro ratio vecknage price of curvent marked price. <i>N</i> (Intere bodds) we have been oellevered. The value of the Codds shall be face devices at the source of the Codds of the morth vecknage price of the Codd shall be acculated or receiver at the Deliver of the Codd shall be acculated or receiver at the Such Codds has been declared by the Merchant before signment and inserted on the face of the Bill of Lading in the space captioned "Decoding" and exact register at the register at the Such Codds has been declared by the Merchant before signment and inserted on the takes of the Bill of Lading in the space captioned "Decoding" and exact register at regist is paid on the Codes shall be acculated or or case on the bailor of Samskip of rang loss. Advanage or costs or the solid points. Samskip and line receives and the capace or to the sol for Sam declared by the aucceive signment and inserted at t</li></ul>	Container was stowed, filled, packed, stuffed or foaded: or (i) packing Good which need emperature control, including refrigerated Goods that are not at the current temperature for carriage hereunder. (ii) Samskip and IS Sorvants shall be entitled. Use under no obligation, to open any Container at not and to inspect the contents or any part thereor Cannot stelly or property be carried or carried further, either at all or without incurring any additional expense or taking any measures in container or its contents or any part thereor. Samskip or its Servant may abandon transportation thered and/or takes my measures and/or incur any reasonable addition acquerase to carry or to continue the Carriage of to store the same abane or allocal or under cover or in the contents. If it thereages hall be detended to constitute due (i) Where the Goods in respect of which Bills of Lading have been issued form part of an LCL athinment which has been consolidated into a Container on behalf of either the Merchant or Cannot, Samskip ent have been issued form part of an LCL athinment which has been consolidated into a Container on behalf of either the Merchant or Cannot, Samskip ent have been issued form part of an LCL athinment which has been consolidated into a Container on behalf of either the Merchant or Cannot, Samskip ent have been issued form part of an LCL athinment which has been consolidated into a Container on behalf of either the Merchant shall be liable for have, Caenang been container and other equipment. (ii) The Merchant shall be liable for any loss of or sames to container and other equipment while in the curstal, forthwith any foreating the Merchant shall be liable for any loss of or sames to container and other equipment. (ii) The Merchant shall be liable for any loss of or sames to container and other equipment. (iii) The Merchant shall be liable for any loss of or sames to container and other equipment. (iii) The Merchant shall be liable for any loss of the and/or damage and/or damage and/or damag
<ul> <li>In have the Bode loaded into the Menas of Trateport in order to perform the Carrage.</li> <li>In the period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>The period of liability of Samskip also ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>The AMOUNT OF COMPENSATION</li> <li>Compensation shall be calculated by reference to the Gods.</li> <li>There is no invoice value of the Gods. such compensation shall be calculated by reference to the value of such Goods at the Delixery Section shall be calculated by reference to the value of such Goods shall be face according to the contract or shall be according to the contract or shall be calculated by reference to the value of such Goods at the Delixery Section shall be calculated by reference to the value of such Goods at the Delixery Section shall be calculated by reference to the source according with the contract or shall be Calculated by reference to the source of the Goods shall be face delivered to the Merchant in a contract of shall be face delivered to the Goods shall be face delivered to the Amord walk in the Section deliver delivered on the Cause, any reflexion to the Goods shall be face delivered to the Goods shall be face delivered to consequential basis.</li> <li>Unless other takes been delivered on the Cause, any reflexion to the Goods shall be face delivered to consequential basis.</li> <li>Samskip delivere takes the deliver delivered the formation of the source of the source of the delivered to consequential basis.</li> <li>Samskip delivere takes the deli</li></ul>	<ul> <li>Container was stored, filled, packed, stuffed or tosaded: or</li> <li>Container was stored, filled, packed, stuffed or tosaded: or</li> <li>Container was stored, filled, packed, stuffed or tosaded: or</li> <li>Samskip and its Servants shall be entited, but under no obligation, to open any Container at any time and to inspect or taking any measures and/or taking the content.</li> <li>Samskip and its Servants shall be entited, but under no obligation, to open any Container at any time and to inspect or taking any measures in relation to the Container or taking any measures and/or incur any reasonable additional expense any measures and/or incur any reasonable additional expense any measures and/or incur any reasonable additional expense any incur any reasonable additional expense any incur any reasonable additional expense any incur any reasonable additional expense as incurred.</li> <li>Where the Goods in respect of which Bills of Lading have been issued form part of an LCL shipment which has been consolidated into a Container in one taking any measures.</li> <li>Where the Goods in respect of which Bills of Lading have been issued form part of an LCL shipment which has been consolidated into a Container. In other the Her taking any measures and/or incur any reasonable additional expense as incurred.</li> <li>Where the Goods in respect of which Bills of Lading have been just any taking the additional expense as incurred.</li> <li>Where the Goods in respect of which Bills of Lading have been just any taking the container in the methant of the response and the set of the set of taking any measures and any incurred in the taking any measures and any incurred in the set of taking any measures and any incurred in the methant of the response incurred in the methant of the set of taking any measures and any measures and any measures and any measures and any incurred in the methant of the response bills of any respense incurred in the methant the the set of taking any measures</li></ul>
<ul> <li>In have the Bodd badd into the Mercan of Transport in order to perform the Carrage.</li> <li>In the perform the Codd state of the Consignee or receiver at the Delivery to the consignee or receiver at the Delivery of the Consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(e) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(f) The period of liability of Samskip ato and by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds.</li> <li>(f) The period of liability of Samskip ato and by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Codds. such Codds at the Point Codd at the Point Codd at the Samskip is Liabit for compensation shall be calculated by reference to the Samskip is Liabit for compensation shall be calculated by reference to the solue of such Codds shall be face acculated on a prior ratio section section of the codd shall be face acculated by reference to the solue of the Codds shall be face acculated by reference to the solue of the Codd shall be face and time they are delivered to the Merchant in a construct or shall he acculated by reference to the codd shall be face acculated by reference to the codd shall be face acculated on the Liabid.</li> <li>(f) Unless otherwise personaly and prior contract or shall he Codds Codd DE per kingger and prior or contract the shall be codd shall be face of the Codd shall be face deliver or consequential to accurd and the codd shall be face of the Codd shall be face deliver or consequential to accurd and the shall be codd shall be face of the Codd shall be face deliver or consequential loss, damage or costs are delivered accurd and the shall be codd shall be face of the face of the Soff the shall be codd shall be face accurd and consequential be codd shall be face of the face of the Soff the soff the Codd shall be face acold time or to an one take pa</li></ul>	Container was stowed, filled, packed, stuffed or tasked: or (i) packing Good which need temperature control, including refrigerated Goods that are not at the correct temperature for carriage hereunder. (ii) Samskip and IS Servants shall be entitled, but under no obligition, to open any Container at no time and to inspect to taking any measures or any part thereof campon appears that the contents or any part thereof campon appears of the taking the same appears that there the taking the same appears of the same appears that there the there are content or any part there to constante or obtain or there to the same to appear on the same appears that there the there t
<ul> <li>In save the Bodd loaded into the Mercan of Traisport in order to perform the Carrage.</li> <li>In a consignee or receiver whose name is mentioned on the Bill of Lading is struct, the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>(e) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>(f) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>(f) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>(f) The period of liability of Samskip ato ends by the refusal by the consignee or receiver at the Delivery Point to take delivery of the Gods.</li> <li>(f) If there is no invoice value of the Gods, such compensation shall be calculated by reference to the value of such Goods at the Deliver scalar deviced by ends that be according to the contract or shall be according to the contract or shall be according to the contract or shall be according to the Goods shall be faced according to the contract or shall be according to the Goods shall be faced unless the value of Eucle According to the contract or shall be according to the Goods shall be faced unless the value of each Heart to represent the take of the According to the Contract or shall be according to the Goods shall be faced or the Boods of the such Goods take of take according to the Merchant term or shall be calculated by reference to the shall be according to receiver at the take of the Accord the accord to the Merchant term or shall be calculated on the face of the Bill of Lading in the space captioned "Decording" consequential to accord the action of the Accord to the Accord to the Conse, and the accord the Accord to the Ac</li></ul>	Container was stowed, filled, packed, stuffed or tadded: or (1) packing Good which need temperature control, including refrigerated Coods that are not at the correct temperature for carriage hermander. (2) Sanskip and its Servants shall be entitled, but under no abligation, to open any Container at with me and to inspect to taking any measures or any part thereof cannot shally be poperly be carried or carried further, either at all or without incurring any additional expense or taking any measures and on table to raise or taking any measures in relation to the container or its contents shall be entitled. Aut under no abligation, to open any Container at my time and to inspect to taking any measures and/or incur any reasonable additional appress to carry or to continue the Carringe of to store the same share or align all or without incurring any additional expense or taking any measures and/or incur any reasonable additional appress to carry or to container on the Port of Dischange, Rasen adher or align and the correct on the carry or to consolidated into a Container on the Merchant or Samkis, Samkis phall have lifter to unacket. Carr Container in order to effect of ellery of the sadi Goods. (1) Where a Container owned or ideased by Samskip on the Sarvart is unacketed at the Merchant's premises the Merchant's within the proceeding them. The Merchan's return a Container within the functional stark and cost return a Container within the functional stark and cost return a Container within the time situated by Samskip shall have the right to returne the Container and other equipment. (1) The Merchant shall be for any loss of changes to Container and other equipment. (2) The Merchant shall be liable for any loss of changes to Container and other equipment. (3) The Merchant shall be liable for all loss of alloy's damage and/or damage and/or damage and/or damage do cantainer on the Merchant's ruthout have return a Container within the time situated weight or measurement, or ta Samskip sopion, on actua
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- In the cases referred to in all the preceding paragraphs under this Clause, Samskip may at any time postpone, suspend or cancer the contract even ourour une usuans usuan been received and/or loaded and/or Bill of Lading issues. The discharge of any Goods under the provisions of this Clauses and/or the contract. The Merchant shake to be liade for all additional freight and demurrage and all charges and expenses incurred by the Master, Samskip or this Sarver and the contract. The Merchant shaker, Samskip or this Sarver and the dimension of the software consequent consignees shall be informed and information and those that the part of Samskip regarding cases referred to in this Clause. Charling sees shall be informed and information of NDEOMINT? The Merchant shall be leade for all advall defined, indemuty, and holds makip, its Servander the Vessel anionator my payment, expenses, fines, dues, duty, tax, impost, and timelite of bein rander, and information, indemuty, and holds makip, its Servander the Vessel in connection with the Goods or any cause eventserver, including to any action or requirement of any governmental authority or person purporting to act under the authority thereof, sizure under legal process or attempted and clauser. 14.
- shall be subject to the exclu 29(c) and (d) below. If the CMR Convention is de e to (part of) the Carriage, all Ospon-indemnity, shall be exclusively submitted "the arbitrator shall be appointed by the a "revisions of the CMR Convent "area-law of the DL laims, controversies, and disagreements in relation to or arising out of that ( to arbitration in Roterdam, the Netherlands, under the TAMARA Arbitration arbitration rithual. The language to be used in the arbitral proceedings shall tion if this Convention is deemed to be applicable. The CMR Convention shall utch Curts. ned to be se 29 (b) shall be

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