# ONEGO LINER Terms and Conditions (Enlarged print available from the Carrier or its agent)

Shipper (full style and address)		ONEGO LINER BILL OF LADING			
		Shipping & Chartering BV			
Consignee (full style and address)		B/L No.		Reference no.	
		Vessel			
Notify party*(full style and address)		Port of loading **			
		Port of discharge			
		BUT NOT ACKNOWLEDGES BY THE C	CARRIER		
CONTAINER NO./SEAL NO./MARKS AND NUMBERS (if available)	d kind of pao	ckages; description of cargo		ss weight,kg available)	Measurement,m3 (if available)
SHIPPED on board in apparent good order and condition (unless otherwise stated total number of Containers/Packages or Units indicated in the Box opposite entitle	d "Total	Total number of Containers/F	Package	es or Units rece	ived by the Carrier
number of Containers/Packages or Units received by the Carrier <sup>*</sup> and the cargo as specified above, weight, measure, marks, numbers, quality, contents and value unknown, for carriage to the Port of discharge or so near thereunto as the vessel may safely get and lie always afloat, to be delivered in the like good order and condition at the Port of discharge unto the lawful holder of the Bill of Lading, on payment of freight as indicated to the right plus other charges incurred in accordance with the provisions contained in this Bill of Lading. In accepting this Bill of Lading the Merchant <sup>*</sup> expressly accepts and agrees to all its stipulations on both Page1 and Page 2, whether written, printed, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant. One original Bill of Lading must be surrendered duly endorsed in exchange for the cargo or delivery order, whereupon all other Bills of Lading to be void. IN WITHNESS whereof the Carrier, Master or their Agent has signed the number original Bills of Lading stated below right, all of this tenor and date		Shipper's declared value Declared value charge			
		Freight details and charges			
Carrier's name/principal place of business		Date shipped on board	n board Place and date of issue		
Onego Shipping & Chartering BV, Rhoon		Number of original Bills of Lading (3) Three			
		Pre carriage by**			
Signature Carrier		Place of receipt by pre-carrier**			
Or, for the Carrier					
as Master (Master's name/signature)		Place of delivery by on-carrier**			
as a (Agent's name/signature)	agents				

\* As defined hereinafter (Cl. 1) \*\* (or so near thereunto as the Vessel may safely get and lie always afloat)

# **ONEGO LINER Terms and Conditions** (Enlarged print available from the Carrier or its agent)

## Conditions of Carriage

SCOPE OF VOYAGE AND DEVIATION

3. SCOPE OF VOYAGE AND DEVIATION The contract is for liner service and the voyage herein undertaken shall include usual or customary or advertised ports of call whether named in this contract or not. Also ports in or out of the advertised, geographical usual or ordinary route or order, even though in proceeding thereto the vessel may sail beyond the port of discharge or in a direction contrary thereto or depart from the direct or customary route. The vessel may call at any port for the purpose of the current voyage or of a prior or subsequent voyage. The vessel may out calling at any port or ports whether scheduled or not and may call at the same port more than once (including the loading port). May either with or without the goods on board and before or after proceeding towards the port of discharge, adjust compasses dry dock, go to repair yards, shiftberths, undergo degaussing, wiping or similar measures, take fuel or stores, land stowarways, remain in port, sail without pilot, tow and be towed, and save or attempt to save life or property and all of the foregoing are included in the contract voyage.

The carrier shall be at liberty to perform the carriage wholly or partly by the said or other vessel or vessels either belonging to the Carrier or others, or by other means of transport in Carrier's option, proceed either directly or indirectly to such port and to carry the goods or part of them beyond their port of destination, and to transship, land and store the goods either on shore or afloat and reship and

port of destination, and to transsinp, and and store the goods ettine on store of alloat and resinp and re-forward the same at Carrier's expenses but at cargo's risk. When the ultimate destination to which the Carrier areas showed the destination of the destination of the destination of the Carrier acts as forwarding agent only. The responsibility of the carrier shall be limited to the part of the carriage performed by him on vessels under his management and no claim will be acknowledged by the Carrier for damage or loss arising during any other part of the carriage ven though the responsibility of the carrier shall be forwarded as soon as practicable but the Carrier shall not be liable for any delay. for any delay

## 5. LOADING, DISCHARGE AND DELIVERY

5. LOADING, DISCHARGE AND DELIVERY Loading, discharge and delivery of the cargo shall, if required by the carrier, be arranged by his agent, Landing, storing and delivery shall be for Merchans' account. Loading and discharge may commence without previous notice. Merchant is bound to deliver the goods contracted for shipment at the latest upon arrival of the ship or, at carrier's option, as fast as ship can receive. Merchant is liable for pay the port quay dues until the goods are loaded over the ship's snall. If goods contracted for shipment are not tendered when the vessel is ready to load. the Carrier is relieved of any obligation to load such cargo and vessel may leave port without further notice and dead-freight is to be paid as well as proved durages, if any, ansing from non-shipment. The Merchant on shi as saign must be ready to take delivery of the goods and continue to receive the goods as tendered by day and night, Sundays and holidays, notwithstanding any custom of the port. Merchant and/or his representatives to put lighters, trucks or landing craft in sufficient number to receive the cargo as fast as vesel can deliver and this without interruption, or otherwise pay for demurage at the rate stipulated in clause 20 per day of 24 (twenty four) consecutive hours payable day by day into ship agent's hands. At any time the Master or Agent shall be at liberty to land the goods and such discharge to be deemed a true fulfillment of the contract.

7. FREIGHT AND CHARGES and/or charges incurred in Freight, whether prepayable or payable at destination and whether paid or nd, is due upon recipit the goods by the Carrier and shall be payable even if goods are damaged or diminished by leakage of discretion charge for any charges index or argo is lost or not lost. Freight shall be payable on actual gross intaken weight or measurement, recipit more the parkages and examine, weigh or measurement. Freight hour periudures furnished by the shipper. In case shipper's particulars are found to be incorrect, the Arrier and Sufficient on correct freight.

Versión October 2014

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9. GOODS SHIPPED IN CONTAINERS Goods may be stowed by the Carrier or his agents or servants in containers and containers whether stowed as aforesaid or received in a stowed condition from the shippers may be carried on or under deck without notice to the shippers and if they are so carried the Hague Niles or the Hague Niles or the Hague Piles or the

12. MEXERAL AVERAGE AND SALVAGE General Average to be adjusted according to York-Antwerp Rules 1974 at Antwerp or at any time and place at the Carrier's adjusted according to York-Antwerp Rules 1974 at Antwerp or at any time and place at the Carrier's and such additional security in cash or otherwise as may be required by the Carrier as well as a declaration of the alue of the goods, fried the goods, fried and special charges thereon shall, if required, be made by the Merchant to the Carrier before delivery. The adjustment will be made up in the currency determined by the Carrier. The adjustment will be made up in the currency determined by the Carrier as the Carrier before delivery. The adjustment will be made up in the currency determined by the Carrier.

2. NEW JASON CLAUSE
3. General Average to be payable according to York-Antwerp 1974 but were the adjustment is made in addition to the number, particulars concerning the weight have been furnished, this Bill of Lading only constitutes a presumption as to number not as weight loaded, in such acas the weight, the accordance with the law and practice of the USA. the following clause shall apply: "In the event of Carrier having no means to check Merchant's weight declaration at loading port.
accordance with the law and practice of the USA. the following clause shall apply: "In the event of Carrier having no means to check Merchant's weight declaration at loading port.
accordance with the law and practice of the USA. the following clause shall apply: "In the event of Carrier having no means to check Merchant's weight declaration at loading port.
accordance with goods shall contribute with the Carrier in General Average to the payment of any and Merchant is to receive the goods through such corporation appointed by the agent for steamer way and special charges there or operated by the Garrier, salvage shall be paid for as fully as if the said salvage and special charges there dort the egods and average to full the goods.
The salving ship is owned or operated by the Garrier or sus agents may deem being dor to stringers. Such deposit as the Carrier or its agents may deem to children of the goods, shippers, consignes or owners of the goods to the Carrier or its agents may deem being dort wet the estimated contribution of the goods and average to law goods ship expersion of the goods and average to the goods hough such corporation appointed by the Carr

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## 15. CANCELLATION OF CONTRACT

may introduce the contract of the contract of the contract of the contract of the contract should any of the events foreseen by clause 15 arise before the voyage has the commenced.

Merchant shall be liable for any expense incurred for examining, weighing or measuring the goods, in addition to the correct freight. All charges shall be paid in full and without any offset, counter-claim or deduction in the currency of quoted by the Carrier or at the option of the Carrier, its equivalent in other currency at the highest freight or in accordance with the existom of the port. In any event the Merchant shall rements that be good so to ne trequire any such care or facilities and the Carrier does not undertake and shall network of the contract of carriage including but not limited to any charges due in the cost to the Carrier is hereby authorized but shall not be obliged to arrange for mending recoupering. The Carrier is hereby authorized but shall not be obliged to arrange for funding to the goods, and use to all things deemed advisable for the benefit of the goods, all agents of the consection of a dot all things deemed advisable for the benefit of the goods, all agents of the consection of a dot all things deemed advisable for the benefit of the goods, all agents of the consection of the contract of state temperatures said agreement as to the cost to the Carrier of state temperatures said agreement as to the cost on the carrier of the contract of the goods or packages, to arrange for funding to the goods, all agents of the contract of the contract of the goods or packages, to arrange for funding to the goods, all agents of the contract of the contract of state temperatures said agreement as to the cost of the contract of state temperatures said agreement as to the cost of the contract of state temperatures said agreement as to the cost of the contract of state temperatures said agreement as to the cost of the contract of state temperatures said agreement as to the cost of the contract of state temperatures said agreement as to the cost of the contract of state temperatures said agreement as to the cost of the contract of the cost of the contract of the cost of the cost of the cost of the cost o

Merchant. For any services rendered to the goods, the Carrier shall be entitled to reasonable temperatures shall not be deemed to come into effect until a reasonable time after the final closing of

## 18 SPECIAL DELIVERY

carriage on or under deck and the goods and/or containers shall contribute in general average whether carried on or under deck. Any specified dock or wharf shall be construed to mean only that the Carrier shall not exercise its opinion to select the place of loading or discharge at the port of loading or discharge if, in the sole judgment of the Carrier, the vessel can safely under her own power proceed to lie at and return from the specified dock or wharf always Should any goods be short delivered the Carrier in the exercise of its discretion may deliver as afloat at any stage of tide and if such dock or wharf is simmediately available to the Vessel. All compensation any overpande goods of similar kind and quality, whether these goods have different marks and numbers or no marks and numbers at all.

## MARKING AND OTHER DETAILS OF THE GOODS

22. LIABILITY OF THIRD PERSONS It is hereby expressly agreed that no servats or agent of the Carrier (including every independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Merchant for any loss, damage or delay of whatsoever kind arising or resulting directly indirectly from any act, neglect or default on his part while acting in the course of or in connection with this employment and, but without prejudice to the generality of the foregoing provisions in this clause, every exemption from liability, defense and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and by any applicable to other any act, neglect and other corrier actions are of foreid and for the