

**I. GENERAL PROVISIONS****1. Applicability.**

The provisions set out and referred to in this Bill of Lading shall apply, irrespective whether the transport as described in this Bill of Lading is performed by one or more modes of transport.

**2. Definitions.**

„Carrier“ means the party on whose behalf this Bill of Lading has been signed.

„Merchant“ includes the Shipper, the receiver, the Consignor, the Consignee, the holder of this Bill of Lading and the owner of the goods.

**3. Carrier's Tariff.**

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

**4. Time Bar.**

All liability whatsoever of the Carrier shall cease unless suit is brought within 12 months after delivery of the goods or the date when the goods should have been delivered.

**5. Law and Jurisdiction.**

Any dispute arising under this Bill of Lading shall be decided by the Bremen courts and, as far as not otherwise provided for in this Bill of Lading, according to German law.

**II. PERFORMANCE OF THE CONTRACT****6. Methods and Routes of Transportation.**

(1) The Carrier is entitled to perform the transport and all services related thereto in any reasonable manner and by any reasonable means, methods and routes, including transshipment.

(2) In accordance herewith, for instance, in the event of carriage by sea, vessels may sail with or without pilots, undergo repairs, adjust equipment, drydock and tow vessels in all situations.

**7. Optional Stowage.**

(1) Goods may be stowed by the Carrier by means of containers (standard and open top), trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate goods.

(2) Containers, trailers, transportable tanks and covered flats, whether stowed by the Carrier or received by him in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant.

**8. Hindrances etc. Affecting Performance.**

(1) The Carrier shall use reasonable endeavours to complete the transport and to deliver the goods at the place designated for delivery.

(2) If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind, and if by virtue of sub-clause 8 (1) the Carrier has no duty to complete the performance of the contract, the Carrier (whether or not the transport is commenced) may elect to:

(a) treat the performance of this Contract as terminated and place the goods at the Merchant's disposal at any place which the Carrier shall deem safe and convenient; or

(b) deliver the goods at the place designated for delivery.

(3) If the Merchant fails to load cargo or to take delivery of cargo as fast as the vessel can work, weekends and holidays included the Merchant shall be liable to the Carrier for any overtime charges, losses, costs and expenses incurred by the Carrier.

(4) In addition, if it is not possible for the Carrier, despite reasonable efforts, to load the vessel as a result of the Merchant's failure to provide cargo at the port of loading or to take delivery of cargo at the port of discharge as aforesaid, the Merchant shall be liable to pay detention to the Carrier in the amount of EUR 12,000.00 per day pro rata payable day by day as liquidated damages (and not as a penalty) in compensation for the vessel's time lost.

(5) The said detention charges shall also be paid by the Merchant at the same rate and day by day, for any delay in waiting for loading or discharge at or off the port or berth, including resultant time lost due to swell or tide, shifting, renomination of the berth due to Merchant request, impossibility to leave the berth after loading or discharge is completed or for any other reason and consequences thereof, for which the Carrier is not responsible. The Merchant shall also be liable for any extraordinary costs while the vessel is on detention.

(6) If the goods are not taken delivery of by the Merchant within a reasonable time after the Carrier has called upon him to take delivery, the Carrier shall be at liberty to put the goods in safe custody on behalf of the Merchant at the latter's risk and expense. (7) In any event the Carrier shall be entitled to full freight for goods received for transportation in accordance with Clause 20 hereof and compensation for extra costs resulting from the circumstances referred to above shall be due and payable in addition thereto.

**III. CARRIER'S LIABILITY****9. Basic Liability.**

(1) The Carrier shall be liable for loss of or damage to the goods occurring between the time when he receives the goods into his charge and the time of delivery.

(2) The Carrier shall be responsible for the acts and omissions of any person of whose services he makes use for the performance of the contract of carriage evidenced by this Bill of Lading.

(3) The Carrier shall, however, not be responsible for loss or damage arising or resulting from an act, neglect, default or omission of the vessel's crew or any servant, agent or other person the Carrier has used in order to perform this contract if such loss or damage was caused by an error in navigation or in the management of the vessel unless such act, neglect, default or omission was primarily effected in the interest of the goods, nor shall the Carrier be responsible for any loss or damage caused by fire or explosion on board of the vessel.

(4) In addition the Carrier shall be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

(a) The wrongful act or neglect of the Merchant.

(b) Compliance with the Instructions of the person entitled to give them.

(c) 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 properly packed.

(d) Handling, loading, stowage or unloading of the goods by or on behalf of the Merchant.

(e) Inherent vice of the goods.

(f) Insufficiency or inadequacy of marks or numbers on the goods, covering, or unit loads.

(g) Strikes or lock-outs or stoppages or restraints of labour from whatever cause whether partial or general.

(h) Any cause or event which the Carrier could not avoid and the consequence whereof he could not prevent by the exercise of reasonable diligence.

(5) Where under sub-clause 9 (4) the Carrier is not under any liability

in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which he is liable under this Clause have contributed to the loss or damage.

(6) The burden of proving that the loss or damage was due to one or more of the causes or events in (a), (b) and (h) of sub-clause 9 (4) shall rest upon the Carrier.

(7) When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events, specified in (c) to (g) of sub-clause 9 (4), 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 partly by one or more of the causes or events.

**10. Amount of Compensation.**

(1) When the Carrier is liable for compensation in respect of loss of or damage to the goods, such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the Merchant in accordance with the contract or should have been so delivered.

(2) The value of the goods shall be fixed according to the commodity exchange price or, if there be no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality.

(3) **Compensation shall not, however, exceed two Special Drawing Rights of the International Monetary Fund per kilogramme of gross weight of the goods lost or damaged or 666.67 Special Drawing Rights per unit – whichever amount is higher.**

(4) Higher compensation may be claimed only when, with the consent of the Carrier, the value for the goods declared by the Shipper which exceeds the limits laid down in this Clause has been stated overleaf (page 2). In that case the amount of the declared value shall be substituted for that amount.

**11. Special Provisions for Liability and Compensation.**

(1) Notwithstanding anything provided for in Clauses 9 and 10 of this Bill of Lading, if it can be proved where the loss or damage occurred, the Carrier and the Merchant shall, as to the liability of the Carrier, be entitled to require such liability to be determined by the provisions contained in any international convention or national law, which provisions:

(a) cannot be departed from by private contract, to the detriment of the claimant, and

(b) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued if such international convention or national law shall apply.

(2) Insofar as there is no mandatory law applying to carriage by sea by virtue of the provisions of sub-clause 11 (1), the liability of the Carrier in respect of any carriage by sea shall be determined by the Protocol signed at Brussels on February 23rd 1968 - The Hague/Visby Rules.

The Hague/Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. Furthermore, they shall apply to all goods, whether carried on deck or under deck.

**12. Delay, Consequential Loss, etc.**

If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the goods, the liability of the Carrier shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the goods as determined in Clause 10, whichever is the lesser.

**13. Notice of Loss of or Damage to the Goods.**

(1) Unless notice of loss of or damage to the goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the goods are handed over to the Merchant, such handing over is prima facie evidence of the Delivery by the Carrier of the goods as described in this Bill of Lading.

(2) Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the goods were handed over to the Merchant.

**14. Defences and Limits for the Carrier, Servants, etc.**

(1) The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the goods whether the action can be founded in contract or in tort.

(2) The Carrier shall not be entitled to the benefit of the limitation of liability provided for in sub-clause 10 (3), if it is proved that the loss or damage resulted from a personal act or omission of the Carrier done with intent to cause such loss or damage or recklessly and with knowledge that damage would probably result.

(3) The Merchant undertakes that no claim shall be made against any servant, agent or other persons whose services the Carrier has used in order to perform this Contract and if any claim should nevertheless be made, to indemnify the Carrier against all consequences thereof.

(4) However, the provisions of this Bill of Lading apply when ever claims relating to the performance of this Contract are made against any servant, agent or other person whose services the Carrier has used in order to perform this Contract, whether such claims are founded in contract or in tort. In entering into this Contract, the Carrier, to the extent of such provisions, does so not only on his own behalf but also as agent or trustee for such persons. The aggregate liability of the Carrier and such persons shall not exceed the limits in Clauses 10, 11 and 24, respectively.

**IV. DESCRIPTION OF GOODS****15. Carrier's Responsibility.**

The information in this Bill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the goods as described by such information unless a contrary indication, such as „Shipper's weight, load and count“, „Shipper-packed container“ or similar expressions, have been made in the printed text or superimposed on the Bill of Lading. Proof to the contrary shall not be admissible when the Bill of Lading has been transferred, or the equivalent electronic data interchange message has been transmitted and acknowledged by the Consignee who in good faith has relied and acted thereon.

**16. Shipper's Responsibility.**

The Shipper shall be deemed to have guaranteed to the Carrier the accuracy, at the time the goods were taken in charge by the Carrier, of the description of the goods, marks, number, quantity and weight, as furnished by him, and the Shipper shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity

shall in no way limit his responsibility and liability under this Bill of Lading to any person other than the Shipper. The Shipper shall remain liable even if the Bill of Lading has been transferred by him.

**17. Shipper-packed Containers, etc.**

(1) If a container has not been filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier, if such loss, damage or expense has been caused by:

(a) negligent filling, packing or stowing of the container;

(b) the contents being unsuitable for carriage in container; or

(c) the unsuitability or defective condition of the container unless the container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the container was filled, packed or stowed.

(2) The provisions of sub-clause (1) of this Clause also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.

(3) The Carrier does not accept liability for damage due to the unsuitability or defective condition of reefer equipment or trailers supplied by the Merchant.

**18. Dangerous Goods.**

(1) The Merchant shall comply with all internationally recognised requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before goods of a dangerous nature are taken into charge by the Carrier and indicate to him, if need be, the precautions to be taken.

(2) Goods of a dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation; further, the Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their carriage.

(3) If any goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average, if any.

**19. Return of Containers.**

(1) For the purpose of this Clause the Consignor shall mean the Person who concludes this Contract with the Carrier and the Consignee shall mean the person entitled to receive the goods from the Carrier.

(2) Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be returned to the Carrier in the same order and condition as handed over to the Merchant, normal wear and tear excepted, with interiors clean and within the time prescribed in the Carrier's tariff or elsewhere.

(3) (a) The Shipper and the Consignor shall be jointly and severally liable for any loss of, damage to, or delay, including demurrage of such articles as well – in particular – container detention incurred during the period between handing over to the Consignor and return to the Carrier for carriage.

(b) The Shipper, the Consignor, the Consignee and the receiver shall be jointly and severally liable for any loss of, damage to, or delay, including demurrage of such articles as well as – in particular – container detention incurred during the period between handing over to the Consignee and return to the Carrier.

(4) All terms and conditions stated overleaf (page 2) regarding Containers to Tunisia shall be incorporated herein and shall become part of the Contract.

**V. FREIGHT AND LIEN****20. Freight.**

(1) Freight shall be payable by the Merchant and deemed earned when the goods have been taken in charge by the Carrier and shall be paid in any event.

(2) The Merchant's attention is drawn to the stipulations concerning currency in which the freight and charges are to be paid rate of exchange, devaluation and other contingencies relative to freight and charges in the relevant tariff conditions. If no such stipulation as to devaluation exists or is applicable the following shall apply:

If the currency in which freight and charges are quoted is devalued between the date of the freight agreement and the date when the freight and charges are paid, then all freight and charges shall be automatically and immediately increased in proportion to the extent of the devaluation of the said currency.

(3) For the purpose of verifying the freight basis, the Carrier reserves the right to have the contents of containers, trailers or similar articles of transport inspected in order to ascertain the weight measurement, value, or nature of the goods.

**21. Lien.**

The Carrier shall have a lien on the goods for any amount due under this Contract and for the costs of recovering the same, and may enforce such lien in any reasonable manner, including sale or disposal of the goods.

**VI. MISCELLANEOUS PROVISIONS****22. General Average.**

(1) General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, or any modification thereof, this covering all goods, whether carried on or under deck. The New Jason Clause as approved by BIMCO to be considered as incorporated herein.

(2) Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the goods.

**23. Both-to-Blame Collision Clause.**

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

**24. Failure to Notify.**

No claim shall under any circumstances whatever attach to the Carrier for failure to Notify the Consignee or other concerned of the arrival of the goods.

**25. U.S. Trade.**

(1) In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the goods are in the Carrier's custody.

(2) If the U.S. COGSA applies, and unless the nature and value of the goods have been declared by the Shipper before the goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the goods in an amount exceeding USD 500 per package or customary freight unit.

B/L No.

Ref.-No.

**TUNISIA SERVICE**



**Shipping & Transport GmbH**

Langenstraße 44 · 28195 Bremen

**Freight to be prepaid / to be collected**

**Freight** to be paid either in Euro, US Dollars or, if acceptable to the Carrier, in the transferable currency of the country, where the port of shipment lies (for prepaid shipments) or in transferable currency of the country, where the port of discharge lies (for freight collect shipments).

**CONTAINERS TO TUNISIA (CLAUSE 19)**

- Sub. a) Shipment is carried out on basis "free alongside ship" / "free out".
- Sub. b) Consignees in Tunisia of goods shipped in/on Carrier's equipment are responsible for the return of empty equipment into Carrier's depots in the Tunisian ports and to pay prior its release an advance of TND 500,000 per 20'GP, TND 750,000 per 20'OT and/or 20'FR, TND 1.000,000 per 40'GP, TND 1.500,000 per 40'HC and/or 40'FR as well as TND 2.500,000 per 20'RF and TND 5.000,000 per 40'RF as security to cover container detention fees and/or port transfer costs; the final calculation/settlement to be effected upon the return of the empty equipment to depots of the Carrier.
- Sub. c) For the return of Carrier's equipment Consignees in Tunisia are granted 10 calendar days free of container detention fees for 20'GP/20'OT/20'FR/40'GP/40'HC/40'OT/40'FR and/or 3 calendar days free of container detention fees for 20'RF/40'RF counting as from and including the day of the vessel's discharge. In case of delay in the release of the equipment to the Consignee attributable to the Carrier the free days to be increased by the days of delay caused by the Carrier.  
 Upon expiration of the free days of container detention fees as set out above, container detention fees are payable either in EUR or if acceptable to the Carrier in transferable Tunisian currency as follows:  

11th to 20th day	EUR 6,00 per 20'GP	resp. EUR 12,00 per 40'GP unit/day
as from 21st day	EUR 12,00 per 20'GP	resp. EUR 24,00 per 40'GP unit/day
11th to 20th day	EUR 10,00 per 20'OT/20'FR	resp. EUR 20,00 per 40'HC/40'OT/40'FR unit/day
as from 21st day	EUR 12,00 per 20'OT/20'FR	resp. EUR 24,00 per 40'HC/40'OT/40'FR unit/day
4th to 7th day	EUR 45,00 per 20'RF	resp. EUR 75,00 per 40'RF unit/day
as from 8th day	EUR 90,00 per 20'RF	resp. EUR 150,00 per 40'RF unit/day

 The container detention fees are to be calculated until and including the day of the return of the equipment into the Carrier's depots.  
 The maximum period for which container detention fees shall accrue is 1 year / 365 calendar days. Thereafter the provisions of sub-clause d) shall apply.
- Sub. d) In case of loss of the equipment, whether owned or leased by the Carrier, or a delay in the return of the equipment to the Carrier's depots in Tunisia exceeding 365 calendar days after the day of vessel's discharge, in addition to the container detention fees due under sub-clause c) hereof an amount of EUR 2.100,00 per 20'GP resp. EUR 4.100,00 per 40'GP / EUR 4.300,00 per 40'HC / EUR 3.700,00 per 20'OT resp. EUR 5.000,00 per 40'OT / EUR 4.400,00 per 20'FR resp. EUR 6.550,00 per 40'FR / EUR 16.950,00 per 20'RF resp. EUR 19.250,00 per 40'RF shall be payable to the Carrier as liquidated damages (and not as a penalty).
- Sub. e) For any payment obligation in accordance with sub-clauses c) or d) above, the Shipper, Consignor, Consignee and the Receiver shall be jointly and severally liable. The joint and several liabilities shall also relate to any storage or other costs accruing as a result of any delay or refusal of the Consignee to take acceptance of the goods in the port of discharge.
- Sub. f) Receivers are responsible for the removal of any labels on the equipment except, however, those of Sloman Neptun before its empty return in Carrier's depots in Tunisia.

Received the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated.

The Carrier, in accordance with and to the extent of the provisions contained in this Bill of Lading, and with liberty to sub-contract, undertakes to perform and/or in his own name and to procure performance of the (combined) transport and the delivery of the goods, including all services relating thereto, from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services.

One of the Bills of Lading must be surrendered duly endorsed and exchanged for the goods or delivery order.

IN WITNESS WHEREOF the number of original Bills of Lading stated above all of this tenor and date has been signed, one of which being accomplished the others to stand void.

Place and date of issue:

Signed for  
**SLOMAN NEPTUN Shipping & Transport GmbH as Carrier**

by

as Agent(s) only to the Carrier