

Shipper

Consignee (not negotiable unless consigned to order)

Notify party and details

Pre-carriage by

Ocean Vessel

Port of Discharge

Place of Receipt by Pre-carrier

Port of Loading

Final Destination

Bill Of Lading No:

SHIPPED ON BOARD THE VESSEL, the Goods (or Package(s) said to contain the Goods), in apparent good order and condition unless otherwise indicated on the face of this Bill of Lading and/or in any Carrier's pre-shipment surveys, irrespective of whether or not a clean Bill of Lading has been issued, such Goods to be transported and carried subject to all the terms and conditions in this Bill of Lading (whether contained on the reverse side or otherwise expressly incorporated herein) and the Carrier's applicable rates and tariff(s).

In any event and in all cases where the Goods are carried new vehicles, cars, vans and trucks, the Merchant will, inter alia, be bound by the Carrier's pre-shipment surveys, irrespective of whether or not a clean Bill of Lading has been issued, and irrespective of whether claims are brought by Receivers or Merchant's underwriters and any other third party holder.

Being shipped on board the Vessel for Carriage hereunder, shall be deemed and constitute the Merchant's full unconditional and express acceptance and agreement to all the provisions, terms, conditions, limitations and exceptions contained herein (whether contained on the reverse side or otherwise expressly incorporated herein), as fully as if they were all signed by the Merchant, and none of which shall be deemed as amended, waived or compromised by the Carrier whatsoever, unless by express written agreement signed by a duly authorized agent of the Carrier. This Bill of Lading shall constitute and evidence the contract of carriage between the Carrier and the Merchant and supersedes all prior agreements in relation to the Goods for carriage on the Vessel.

The Vessel, Carrier, the Master, crew and/or any of their agent/s are not responsible or liable for any dents, bends, scratches, bumps, deformations, pilferage, removable fittings and/or accessories and/or damage of any kind to the Goods whatsoever, even if not noticed before shipment.

No other Cargo is to be shipped inside vehicles or other Goods unless such additional Cargo is declared and itemized on the front page of this Bill of Lading and extra freight is paid. All Goods having any IMDG grade fuel or Li-Ion or other flammable batteries must be declared and notified to the Carrier, and in any event, the Merchant shall fully indemnify the Carrier for carrying all such Goods, and which shall be carried at the sole risk, responsibility, liability and cost of the Merchant and owners of the Goods.

IN ACCEPTING THIS BILL OF LADING, the Merchant, and the holder of the Bill of Lading expressly and unconditionally accept and agree to be bound by all its stipulations, exceptions, limitations, terms and conditions, whether written, stamped or printed, or otherwise incorporated herein, as fully as if they were all signed by such Merchant or holder of the Bill of Lading, notwithstanding any local customs or privileges to the contrary and agree that this Bill of Lading supersedes all other agreements relating to the shipment of these Goods by the Carrier.

On the overleaf all terms, conditions, limitations and exceptions shall be as per ORIGINAL BILL OF LADING, and in the event of any conflict with the Booking/Fixture notice, the conditions, limitations and exceptions contained in this Bill of Lading shall prevail. The Carrier expressly disclaims any liability whatsoever in relation to the Goods being carried or tendered for carriage in connection with an Letter of Credit (LC), LC Code or any related documents, references, or instructions. Such documents, references, or instructions are provided solely for documentary purposes in connection with this shipment of Goods, and shall not be construed, interpreted, or relied upon as an admission of responsibility, guarantee or assumption of liability by the Carrier whatsoever. The Carrier's liability for the Goods always remains strictly subject to the terms, limitations, exceptions and conditions set forth in this Bill of Lading.

One original Bill of Lading (duly endorsed if negotiable) shall be surrendered to the Carrier in exchange for the Goods or delivery order, and the Carrier reserves the right to request reasonable proof of identity prior to delivery of Goods to the named consignee. IN WITNESS WHEREOF, original bills of lading, all of this tenor and date have been signed, in the number of copies stated in the "NUMBER OF ORIGINAL/COPY" column below, one of which being accomplished the others to stand null and void.



CARRIER: UNITED GLOBAL RORO FZCO
Unit No: 3401, JBC5, Plot No: JLT-PH2-W1A,
Jumeirah Lakes Towers, Dubai, United Arab Emirates.

Freight and Charges	Number of Original/Copy
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Particulars furnished by the Merchant (This particulars given below/declared by the Shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier.)

Marks & Nos.	Number and Kind of packages, description of goods.	Gross weight kgs	Measurement
TOTAL PACKAGES			

REMARKS: All Carrier rates and tariff(s) specified herein shall apply strictly from the ship's tackle to ship's tackle, unless expressly agreed as free-in/free-out ("FIO"), in which case the Carrier's responsibility shall commence only upon the vehicle being securely lashed on board the Vessel at the load port and shall cease immediately upon unlash at the discharge port. All charges, costs, or expenses incurred before the Goods are brought under the ship's tackle at the load port, or after the Goods are discharged from the ship's tackle at the discharge port—including, but not limited to charges relating to receiving, storage, Receiving and/or Storing and/or Delivery tolls, wharfage, lighterage, landing costs, and any other expenses—shall be borne solely by the Merchant, irrespective of any local customs, regulations or practice to the contrary. For FIO shipments, all risks, liabilities, and expenses arising or incurred before the Goods are lashed on loading and after they are unlash are for the exclusive account of the Merchant. The Carrier shall have no responsibility or liability for any loss, damage, or delay occurring outside these periods.

It is the Merchant's sole risk and responsibility to ensure that all Goods are timeously delivered and made ready for loading and carriage on the Vessel at the loading terminal or loading port, and that all Goods are collected and removed from the terminal or discharge port after discharge from the Vessel, within the time allowed by the discharge Port, terminal and local regulations (as the case may be), failing which the Goods may be subject to local authority or government seizure, detention and sale at public auction. Neither the Vessel, Carrier nor its agents shall accept any responsibility or liability for any loss, costs or damages incurred as a result of any such failure whatsoever.

Port Of Discharge Agent:

Shipment Terms:

The shipment terms stated in this Bill of Lading are intended solely to regulate the allocation of freight, costs, and charges. They shall not be interpreted as an assumption or acceptance of liability by the Carrier beyond the responsibilities expressly provided under this Bill of Lading and applicable law, including but not limited to statutory obligations under the applicable maritime law. Without prejudice to such statutory obligations, the Carrier shall not be liable for any land damage, whether occurring before loading, during storage, or after discharge, except to the extent required by applicable law. This clause is intended to complement and not to derogate from or conflict with the Carrier's other liability exclusion clauses contained in this Bill of Lading.

Place of Issue:

Shipped On Board Date:

Signed By

