available from the Carrier upon request.

An enlarged copy of back clauses is

This document is protected by anti-counterfeiting measures.

(TERMS CONTINUED ON BACK HEREOF) ©JIFFA MODEL FORM (22-01)

JAPAN INTERNATIONAL FREIGHT FORWARDERS ASSOCIATION INC. (JIFFA) TERMS AND CONDITIONS OF MULTIMODAL TRANSPORT BILL OF LADING (2013)

I. DEFINITIONS

(1) "Carrier" means the company mentioned on the face hereof by whom or in whose name the contract of carriage is concluded with a Merchant and who assumes responsibility for the performance of the Carriage hereunder.

(2) "Sub-Contractor" includes owners, charterers and operators of vessels, stevedores, terminal operators, warehousemen, road, rail, see, water and air transport operators and independent contractors and their respective servants, agents and sub-contractors, whose services the Carrier procures for the performance of the whole or any part of the Carriage. 3) "Carriage" means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods.

rier in respect of the Goods.

Intainer 'includes any container (including any open top, flat rack or platform try), pallet or any other similar article of transport used to consolidate goods. ods, 'means the cargo described on the face hereof and, if the Goods are packed container supplied or furnished by or on behalf of the Merchant, includes the era as well.

Container as well. (6) "Merchand" includes the Shipper, Consignor, Consignee, owner and receiver of the Goods and the holder of this Bill of Lading and anyone acting on behalf of any such

(6) "Merchant" includes the Shipper, Consignor, Consignee, owner and receiver of the Constant of the holder of this Bill of Lading and anyone acting on behalf of any such person.

CLAUSE PRAMOUNT

(1) As far as this Bill of Lading covers the Carriage of the Goods by sea or inland waterways, this Bill of Lading shall have effect subject to the provisions of the International Carriage of Goods by Sea Act of Japan, enacted 13 June 1997, as amended 5 June 1992, thereinather called the Act), unless it is adjudged that any other legislation of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the International Convention for the Unification of Certain Rules of Law relating to Both the Hague Rules and the Hague Rules as amended by the Protocol of 32 February 1968 done at Brussels on 21 December 1979, mandatorily applies to this Bill of Lading, in which case it shall have effects subject to the Provisions of such similar legislation (hereinather called the Hague-Rules Legislation) and the Act or the Hague-Rules Legislation of an analysis of the Provision of Constance of the Const

admissible when this Bill of Lading has been negotiated.

Account of the Management of Management of

Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption or limitation of liability authorized by any applicable laws, statutes and regulations of any countries.

7. CARRIAGE COVERED BY MULTIMODAL TRANSPORT BILL OF LADING

(1) The Carrier, by the issuance of this Multimodal Transport Bill of Lading undertakes to perform and/or in his own name to procure the performance of the Carriage from the face hereof.

10. The Carrier of Goods are taken in charge to the place designated for delivery on the face hereof.

11. The Carrier of the Goods and the Carriage is performed by one mode of transport only.

12. Notwithstanding the heading "Multimodal Transport Bill of Lading" the provisions set out and referred to herein shall also apply when the Carriage is performed by one mode of transport only.

13. METHODS AND ROUTES OF CARRIAGE

14. The Carrier may at any time and without notice to the Merchant:

14. Use any means of transport or storage whatsoever;

15. Ustransfer the Goods from one conveyance to another including transhipping or the control of the condition one conveyance to another including transhipping or other size.

16. Using the Goods from one conveyance to another including transhipping or other size of the condition of the condi

(2) The liberties set out in the preceding paragraph may be invoked by the Carrier for any purpose whasoever whether or not connected with the Carriage of the Goods. Anything done in accordance with the preceding paragraph or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation.

(2) The Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to such package or Container or its contents or any part thereof further, either at all or without incurring any additional expense to carrier may abandon the Carriage thereof and/or take any measures and/or incur any additional expense to carry or to continue the Carriage or to store the same above or additional expense to carry or to continue the Carriage or to store the same above or additional expense to carry or to continue the Carriage or to store the same above or additional expense to carrier shall not be a carrier shall not expense to carrier shall not expense to carrier shall not be carrier shall not expense to carrier shall not be carrier shall not expense to incurred.

(2) If by order of the authorities at any place, a Container has to be opened for the contents to be inspected, the Carrier shall not be liable for any post, damage or any other consequences as a result of any opening, unpacking, inspection or repacking. The Carrier shall not be enabled to the carrier shall not be allowed to any packing inspection and reconstituted to the carrier shall not shall be enabled to recover the cost of such opening, unpacking inspection and with the carrier of the carrier shall not shall be enabled to recover the cost of such opening, unpacking inspection and with the carrier shall be enabled to recover the carrier shall be carrier and

dece, are some whatever main quiring carriage by sea whether whatever main quiring carriage by sea whether state whatever.

12. DANCEROUS GOODS AND CONTRABAND

(1) The Merchant undertakes not to tender for Carriage any goods which are of a dangerous, inflammable, radioactive or damaging nature without previously giving written notice of their nature to the Carrier and without the express consent in writing of the Carrier and without marking the Goods and the Container or other covering on the outside as required by any laws, regulations or by reason of international conventions the outside as required by any laws, regulations or by reason of international conventions.

(2) If the requirements of the preceding part and the requirements of the preceding part and the requirements of the preceding part of the port of the port

of loading, discharge or call or any place during the Carriage, the Carrier shall be entitled to have such Goods rendered innocuous, thrown overboard or discharged or otherwise disposed of at the Carrier's discretion without compensation to the Merchant and the Merchant shall be liable for and indemnify the Carrier against any kind of loss, damage or liability including loss of freight, and any expenses directly or indirectly arising out of or resulting from such Goods. Further, the Carrier shall be under no liability to make general average contribution in respect of such Goods.

Inability to make general average contribution in respect of such Goods.

Verteen the control of the control

could not have been found by ordinary care and diligence. The Carrier shall in no event be liable for such conditions.

15. IRON, STEL AND METAL PRODUCTS

15. IRON, STEL AND METAL PRODUCTS

15. IRON, STEL AND METAL PRODUCTS

16. IN CARRIER CORN STELL AND METAL PROPULTS

16. IN CARRIER CORN STELL PROPULTS

17. IN CARRIER CORN STELL PROPULTS

17. IN CARRIER CORN STELL PROPULTS

17. IN CARRIER CORN STELL PROPULTS

18. IN CARRIER CORN STELL PROPULTS

18. IN CARRIER CORN STELL PROPULTS

19. IN CARRIER CORN STELL PROPULTS

19. IN CARRIER CORN STELL PROPULTS

19. IN CARRIER CORN STELL PROPULTS

10. IN CARRIER CORN STELL PROPULTS

11. IN CARRIER CORN STELL PROPULTS

11. IN CARRIER CORN STELL PROPULTS

12. IN CARRIER CORN STELL PROPULTS

13. IN CARRIER CORN STELL PROPULTS

14. IN CARRIER CORN STELL PROPULTS

15. IN CARRIER CORN STELL PROPULTS

16. IN CARRIER CORN STELL PROPULTS

17. IN CARRIER CORN STELL PROPULTS

18. IN CARRIE

the limit and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

(4) The Units of Account mentioned in Paragraph (2) above is the Special Drawing Right (SDR) as defined by the International Monetary Fund. The amounts mentioned in Paragraph (2) above shall be converted into national currency on the basis of the value of that currency on a date to be determined by the law of the court seized of the case.

(5) When the Goods have been packed into a Container by or on behalf of the Merchan, and when the number of packages or units packed into the Container is not Merchan, the container by the considered as the package of the purpose of application of the Carrier's shall be considered as one package for the purpose of application of the Carrier's limitation of liability.

(6) The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delevery at any particular time or in time to meet any particular market or use or Place of Theory at any particular time or in time to meet any particular market or use and the Carrier's shall not be responsible for any direct, indirect or consequential loss or

damage caused by delay or any other cause whatsoever and howsoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the freight applicable to the relevant stage of the Carriage.

24. DEFENSES
The defenses and limits of the carrier is the carrier in the carrier is the carrier in the carrier in the carrier is the carrier in the carrier in the carrier in the carrier is the carrier in the c

24. DEFENSES '
The defenses and limits of liability provided herein shall apply in any action against the Carrier for loss of or damage to the Goods or delay in delivery whether the action be ounded in contract, in tort or otherwise.

25. LIABILITY OF SUB-CONTRACTORS, SERVANTS, AGENTS AND OTHER DEFENSION.

Carrier for loss of or damage to the Goods or delay in delivery whether the action be founded in contract, in stort or otherwise.

25. LIABILITY OF SUB-CONTRACTORS, SERVANTS, AGENTS AND OTHER PERSONS

(1) If an action for loss of or dunage to the Goods is brought against any servants or store the contract of the contractors or the contract of the c

reason of failure to comply, or by reason of any illegal, incorrect or insufficient marking, cumbering or addressing of the Goods, and shall indemnify the Carrier in respect thereof.

8. MERCHANT PACKED CONTAINERS
(1) If a Container has not been packed by the Carrier, this Bill of Lading shall be a receipt only for the Container and the Carrier shall not be liable for any loss of or damage to the contents and the Merchant shall indemnify the Carrier against any injury, expense has been caused by:

(a) the manner in which the Container has been filled, packed, stuffed or loaded;

(b) the unsuitability of the contents for carriage by Containers or (c) 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 the Container was filled packed, stuffed or loaded.

Container and the use of the Container shall be prima facie evidence of the Container being sound and suitable for use.

(3) If the Container is delivered by the Carrier with scals intact, such delivery shall be deemed as full and complete performance of the Carrier's obligation hereunder and the carrier shall not be liable for any loss of or damage to the contents of the Container.

29. CARRIERS CONTAINER

29. CARRIERS CONTAINER

20. CARRIERS CONTAINER

time prescribed. Should a Constater not be returned within the time prescribed by the Carrier, the Merchant shall be liable for any detention charge, loss or expenses which may arise from such nonreturn.

30. FREIGHT AND CHARGES

(1) Full freight to the Place of Delivery mentioned on the face hereof shall be considered as completely earned on receipt of the Goods, whether the freight be stated to be a completely earned on receipt of the Goods, whether the freight be stated to be Goods shall be paid to the Carrier as soon as they have the content of the Carrier as for an expensive property of the Goods shall be paid to the Carrier as soon as they have grage due, whether actually paid or not, under any circumstances whatsoever, whether the vessel or other means of transport or the Goods be lost or not, or the voyage or the Carriage be broken up or fusstrated or abandoned. The Merchant shall make payment of all freight and other charges in each whole the work of the charges in each without any offset, counterclaim or deduction.

The charges in each whole any offset, counterclaim or deduction, or any mention, buling, repairs or replacement of packages resulting from insufficiency of packing or from excepted perits, and expenses incurred in fungiating, protecting, carring for, regaining possession of or otherwise made for the benefit of the Goods.

(4) Any dues, duties, taxes and charges that may be levied on any basis such as the amount of freight, weight of the Goods or tonnage of the carrying vessel or on other means of transport shall be paid by the Merchant.

(6) The freight has been calculated on the basis of the particulars furnished by or on behalf of the Shipper after particulars furnished by or on behalf of the Shipper after particulars furnished by or on behalf of the Shipper after particulars furnished by or on behalf of the Shipper after particulars furnished by or on behalf of the Shipper after particulars furnished by or on behalf of the Shipper after particulars furnished by or on behalf of the Shipp

and for the performance of the obligation of each of them nercunuts.

31. LLDN

(1) The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and/or any other contract and for all sums payable to the Carrier under this contract and/or any other contract and for general average contributions to whomeover due and for the cost of recovering the general average contributions to whomeover due and for the cost of recovering the authority of the cost of the cost, and the derechant separate and without any liability towards the Merchant. If on sale of the Goods, the proceeds fail to cover the amount due and the cost incurred, the Carrier's shall be entitled to recover the deficit from the Merchant.

(2) If the Goods are unclaimed during a reasonable time, or whenever in the Carrier's opinion, the Goods will become deteriorated, decayed or worthless, the Carrier may, at his discretion and subject to his lien and without any responsibility attaching to him, sell, abandon or otherwise dispose of such Goods solely at the risk and expense of the Merchant.

(2) It the Goods are unclaimed during a reasonable time, or whenever in the Carrier's opinion, the Goods will become deteriorated, decayed or worthless, the Carrier may, at opinion, the Goods will become deteriorated, decayed or worthless, the Carrier may, at handoor or otherwise dispose of such Goods solely at the risk and expense of the Merchant.

32. GENERAL AVERAGE

(1) General average shall be adjusted, stated and settled at the port or place where the carrying vessel and/or her owners shall decide according to the York-Antwerp Rules of 1994 or any modification thereof, and any other rules, laws and usage of the port or 1994 or any modification thereof, and any other rules, laws and usage of the port or 1994 or any modification thereof, and any other rules, laws and usage of the port or 1994 or any modification thereof, and any other rules, laws and usage of the port or 1994 or any modification thereof, and any other rules and special charges thereon shall be made by the Merchant to the Carrier or the owner of the vessel, if required, before delivery of the Goods.

(2) If the Carrier delivers the Goods without obtaining security for general average contributions, the Merchant, by taking delivery of the Goods.

(3) If the Carrier delivers the Goods without obtaining security for general average contributions, the Merchant, by taking delivery of the Goods.

(3) If the Carrier delivers the Goods without obtaining security for general average contributions, the Merchant, by taking delivery of the Goods, undertakes responsibility contributions, and the carrier shall require.

3) BOTH-TO-BLAME COLLISION AND NEW JASON CLUSE.

3) BOTH-TO-BLAME COLLISION AND NEW JASON CLUSE.

3) BOTH-TO-BLAME COLLISION AND NEW JASON CLUSE.

No servant or agent of the Carrier and be deemed to be incorporated herein and constitute a deal of the deal of the Carrier shall have the power to waive or way any of the terms of this Bill of Lading, unless such waiver or variation is in writing and is specifically authorized or ratified in wr