

SHIPPER/CONSIGNOR		BILL OF LADING	
		BILL OF LADING NUMBER SHIPPING REFERENCE NUMBER	
CONSIGNEE			
		BULK OIL & LIQUID TRANSPORT PTE LTD (BOLT) #05-38 Paya Lebar Square, 60 Paya Lebar Road, Singapore 409051 Telephone: +65 6326 0220 Email: info@bolt-tanks.com Website: www.bolt-tanks.com UEN : 201434256R This Bill of Lading has been generated electronically. Bills of Lading bearing revenue stamp and/or manual signature with company seal of the authorized agents shall be valid and any other marks or remarks, other than the above, shall be considered as forged and will be treated as null and void. RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) 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. Delivery of goods will only be made on payment off all Freight and charges. On presentation of this document (duly endorsed) to the carrier, by or on behalf of the holder, the rights and liability arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the carrier and holder as though the contract contained herein or evidenced hereby had been made between them. All action against carrier under the contract of carriage evidenced by this Bill of Lading shall be brought before the Court of Singapore and no other Court shall have jurisdiction with regards to any such action. Actions against the Merchant under the contract of Carriage evidenced by this bill of lading may be brought before the Court of Singapore or, in Carrier's sole discretion, in another court of competent jurisdiction. In witness whereof three (3) original Bills of lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void.	
PLACE OF RECEIPT	FREIGHT TO BE PAID AT	NUMBER OF ORIGINALS	OCEAN VESSEL AND VOYAGE NO.
PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY	FREIGHT
Export Free Days	Export Detention Rate Per Day	Import Free Days	Import Detention Rate Per Day
CONTAINER NOS.	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW WEIGHT, COUNT & SEAL SAID TO CONTAIN		GROSS WEIGHT CARGO in KGS
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.			
1. Cargo in the premises of the Port and /or Container Yard before and/or after the carriage is at merchant's risk, liability, costs, expenses and responsibility. 2. Merchants remain responsible for all duties, taxes, fines, port charges and /or freight for on carriage or return of cargo resulting from non-compliance with the standard trading practices and/or law of the land regarding shipment of cargo in containers. 3. Demurrage and detention is payable by the Merchant as per BOLT's tariff applicable at the time of shipment. 4. Merchants affirm to permit cargo to be weighed at any place and time during carriage and any mis-declaration shall expose the Merchant to claims for all losses, expenses or damages whatsoever resulting thereof and also be subject to freight surcharge. 5. The Merchant acknowledges that the Carrier may carry the goods identified in this Bill of Lading on the deck of any vessel and by accepting this bill of lading, the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms express acceptance of all the terms and conditions of this bill of lading including an unconditional and irrevocable consent to the possible carriage of the goods on deck of any vessel. 6. The container(s), number of which is mentioned in this bill of lading, is/are the property of the Carrier. Receivers undertake to return the same container(s) after unloading to Carrier's Nominated depots/agents in the same condition as when received. 7. Merchants expressly agree and accept to compensate Carrier for the replacement value of container if lost, for cost of repairs if the container is damaged whilst in the custody of Merchants and to pay any duties/fines claimed by customs on account of loss of container. 8. Merchant shall be held liable and responsible for any and all damage and/or loss to the container, while in the care, (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON THE REVERSE)			
Delivery Agents :		Place and date of Issue Signed	

B/L Number

Vessel & Voyage

CONTAINER NOS.	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW WEIGHT, COUNT & SEAL SAID TO CONTAIN	GROSS WEIGHT CARGO in KGS

TOTAL

- By accepting this BL, shipper accepts to abide by all terms, conditions clauses printed and stamped on the face or the reverse side of this BL.
- By accepting this BL, the shipper accepts his responsibility towards the Carrier for payment of freight. In case of Freight Collect shipments, accrued government, reshipment or disposal costs (as the case may be) are to shippers account, if the consignee fails to take delivery of the cargo within 30 days from the date the cargo reaches destination.
- For freight prepaid BL, delivery of Cargo is subject to realisation of freight cheque. Demurrage/Detention charges at Port of destination is Payable by the consignee as per Lines' tariff.
- The carrier reserves the right to repack the goods if the same are not in seaworthy packing. The packing condition will be certified by the local bonded warehouse or competent surveyor and the shipper by virtue of accepting this BL accepts the liability towards cost for the same.
- For shipments where inland trucking is involved, it is mandatory on consignee to custom clear the shipment at port of discharge.
- In case of any discrepancy found in declared weight and volume, the carrier reserves the right to hold the shipment and recover all charges as per the weight and volume, whichever is higher from shipper or consignee.
- Shipper declares that any applicable wood packaging materials comply with ISPM 15 regulations. Failure to comply will result in containers being returned to load port or cargo destroyed. All costs/fines/penalties/consequences will be for shipper's account.
- The carrier will not be responsible for damages to steel, coil, plate windings etc. If they are not properly protected from the elements and so suitable for (ocean) carriage.
- Due to the frail nature of cargo, same accepted at Shipper's/Consignee's risk and consent. Carriers/Agents will not be responsible for damage due to improper Stowage, Lashing & Packing of Goods into the container.
- Carrier will not be liable for any consequences of unknowingly shipping counterfeit goods under said to contain basis.
- The Merchant shall be required to provide an interest free refundable container security deposit or a cash deposit or any other security as the Carrier may deem sufficient. The Carrier may utilize this security for Detention charges accrued at the port of loading or discharge or both, Demurrage, Damage to Container, 3rd Party Damages, Custom Penalties, Misdeclaration, Port Penalties, GA Security and Container Shell Security, additional expenditure on Lashing, or any other additional charges that have been accrued on the shipment.
- The Merchant agrees to fully comply with General Data Protection Regulation 2016/679 ("GDPR") and any applicable data protection laws and be bound by the terms available <http://www.bolt-tanks.com/downloads/BOLT%20STC%20fna%20upload.pdf> and confirms the GDPR framework, under which the Merchant is the "data controller" and the Carrier is the "data processor" in respect of any personal data provided by the Merchant to the Carrier for the contract of carriage. The Merchant (i) authorises the Carrier to process any personal data provided to the Carrier or which is made available to the Carrier by the Merchant for the purposes of providing service under this contract of carriage and for other purposes including transferring personal data to competent bodies, courts or regulatory authorities, as may be requested; (ii) acknowledges and agrees that the Carrier may transfer the personal data to its affiliates, employees, agents, delegates, sub-processors or competent authorities and to a country outside of the European Economic Area in accordance with the "Model Clauses" at <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32010D0087&from=en> or "Ad hoc Clauses" at http://ec.europa.eu/justice/article-29/documentation/opinion-recommendation/files/2014/wp214_en.pdf and/or other available data transfer solutions."

Signed

******* END OF BILL OF LADING *******

