

CT-B/L 修正箇所 (2008/04/17)

Cl. 4

... Any dispute arising from or in connection with this Bill of Lading shall be referred to arbitration ... (→下線部挿入)

Cl. 7(2)

If an action is brought against a servant, agent or independent contractor of the Carrier, such person shall be entitled to avail himself of the defences and limit which the Carrier is entitled to invoke under the bill of lading. (→下線部挿入)

Cl. 8(2)(i)及び(ii)

→日付の表記方法統一

Cl. 23 General Average

... York-Antwerp Rules, 1994 and any modification thereof. (→下線部削除)

((SHUBIL で既に規定されている) 以下の各条項を追加)

Cl. 24. NEW JASON CLAUSE / BOTH TO BLAME COLLISION CLAUSE

The New Jason Clause and the Both to Blame Collision Clause, as adopted by the Documentary Committee of The Japan Shipping Exchange, Inc. are deemed to be incorporated herein. These clauses are available from the Carrier on request.

Cl. 25. US CLAUSE PARAMOUNT

(1) If the carriage covered by this Bill of Lading includes carriage to or from a port or place in the United States of America, this Bill of Lading shall be subject to the United States Carriage of Goods by Sea Act 1936 (US COGSA), the terms of which are deemed to be incorporated herein and shall govern throughout the entire time during which the Goods are in the actual custody of the Carrier.

(2) If US COGSA applies as (1) above, neither the Carrier nor the Vessel shall, in any event, be or become liable for any loss of or damage to or in connection with the Goods in an amount exceeding \$500.00 per package, lawful money of the United States, or in case the Goods are not shipped in packages, per customary freight unit unless the value of the Goods has been declared and inserted in the declared value box on the face hereof, in which case Clause 8 and 19 shall apply. ■