

Electronic Bill of Lading User Agreement

Date:(dd/mm/yyyy)

Parties

- 1. **China Shipping Container Lines Hong Kong Co Ltd** of 69/F, The Center, 99 Queen’s Road Central, Hong Kong;
- 2. **China Shipping (Australia) Agency Co Pty Ltd** of Level 4, 725 George Street, Sydney, New South Wales, Australia;
(collectively "**China Shipping**"); and
- 3. **Business name:****ACN** **of (“Shipper”)**

Background

- A. In consideration of the Shipper agreeing to pay freight and other charges to China Shipping with respect to the provision of shipping services to the Shipper, China Shipping has agreed to issue bills of lading in electronic form to the Shipper.
- B. The parties agree that China Shipping will issue bills of lading in electronic form to the Shipper, and the Shipper will receive bills of lading in electronic form from China Shipping, subject to the terms and conditions of this Agreement.

Operative Provisions

1. Term of Agreement

This Agreement shall commence upon the date of first execution by China Shipping or the Shipper, and shall remain in force for so long as the Shipper provides instructions to China Shipping for the issuing of Electronic Bills of Lading or until terminated in accordance with the provisions of this Agreement.

2. Procedure for Issuing Electronic Bills of Lading

- 2.1 If the Shipper requires China Shipping to provide shipping services and to issue an Electronic Bill of Lading, the Shipper will send to China Shipping Forwarding Instructions signed for or on behalf of the Shipper with respect to the carriage of cargo and the provision of shipping services.
- 2.2 China Shipping may agree or refuse to provide shipping services to the Shipper in accordance with the Forwarding Instructions in its discretion.
- 2.3 If China Shipping agrees to provide shipping services to the Shipper in accordance with the terms specified in the Forwarding Instructions, it will issue to the Shipper by email an Electronic Bill of Lading that has been prepared by reference to the Forwarding Instructions.
- 2.4 Subject to clause 3, if the Shipper seeks amendments to the form of the Electronic Bill of Lading prepared by China Shipping, the Shipper will send a notice to China Shipping by email or facsimile requesting that the Electronic Bill of Lading be amended and specifying the proposed amendments. Any amendments to the Electronic Bill of Lading must:
 - (a) be within the terms of the Forwarding Instructions (if such Forwarding Instructions are acceptable to China Shipping) or be otherwise acceptable to China Shipping in its discretion; and
 - (b) be finalised prior to receipt of the cargo on board the carrying vessel.

- 2.5 In accordance with clause 2.3, China Shipping will issue to the Shipper by email the Electronic Bill of Lading that may be printed by the Shipper using the Documentation Software. The Shipper may only print:
- (a) the number of originals of the Electronic Bill of Lading agreed by China Shipping; and
 - (b) one (1) non-negotiable copy of the Electronic Bill of Lading.
- 2.6 China Shipping will not attach the Terms and Conditions to the Electronic Bill of Lading issued under clause 2.5. The Shipper warrants that it has received the Terms and Conditions pursuant to this Agreement and that all contracts between China Shipping and the Shipper for carriage of goods and the provision of shipping services are subject to the Terms and Conditions.
- 2.7 The Shipper must ensure that the Electronic Bill of Lading issued by China Shipping:
- (a) is not altered prior to being printed in accordance with this Agreement;
 - (b) is printed by the Shipper as soon as reasonably practicable;
 - (c) when printed is legible, showing the complete contents of the document without distortion or addition;
 - (d) when printed, accurately and fully reflects the Electronic Bill of Lading appearing in electronic form.
- 2.8 If any Electronic Bill of Lading printed pursuant to this Agreement does not comply with clause 2.7, or if there is any error in the printing of the Electronic Bill of Lading, the Shipper must provide written notification to China Shipping. The Shipper:
- (a) must comply with any instructions provided by China Shipping in relation to the further printing of the Electronic Bill of Lading;
 - (b) must destroy any copies of the Electronic Bill of Lading that have been printed in error or not in compliance with clause 2.7;
 - (c) must not print further copies of the Electronic Bill of Lading without the written authorisation of China Shipping, and, if required, the provision of an approved form of letter of indemnity in favour of China Shipping.
- 2.9 The Shipper will provide, at its own expense, computer hardware, telecommunications equipment and printers in order to access Electronic Bills of Lading and to perform its obligations under this Agreement. The Shipper will use the Documentation Software to prepare and print documents, including Electronic Bills of Lading, in accordance with this clause 2.
- 2.10 The Shipper acknowledges and hereby consents to the automatic email notification to China Shipping generated by the Documentation Software which will specify both the number of Electronic Bills of Lading printed and the printer settings.

3. Bills of Lading Subject to Standard Terms and Conditions

- 3.1 Notwithstanding anything contained in clause 2, the parties agree that the contracts for carriage of goods and the provision of shipping services as evidenced by the Electronic Bills of Lading are subject to the Terms and Conditions, provided that China Shipping may notify the Shipper of amendments to the Terms and Conditions from time to time.
- 3.2 In the event that China Shipping provides written notification to the Shipper that it may print the Electronic Bill of Lading on China Shipping's documentation:
- (a) China Shipping will provide the Shipper with sufficient Paper Copies of the Terms and Conditions for the purpose of printing the required number of copies of the Electronic Bill of Lading in accordance with clause 2.5; and
 - (b) the Shipper must print the Electronic Bill of Lading on the reverse side of the Paper Copies of the Terms and Conditions.
- 3.3 The Shipper must securely keep all Paper Copies of the Terms and Conditions in order to provide all necessary protection against use by any person otherwise than in accordance with this Agreement. The Shipper must immediately report to China Shipping any breach of security with

respect to the Paper Copies of the Terms and Conditions (including loss or theft or any photocopying or reproduction that China Shipping has not authorised).

- 3.4 The Shipper must return all Paper Copies of the Terms and Conditions to China Shipping immediately following termination of this Agreement.
- 3.5 The Shipper acknowledges that China Shipping Container Lines Co Ltd, and not China Shipping (Australia) Agency Co Ltd, is the carrier under the terms of the contracts of carriage specified in this clause 3.

4. Warranties

The Shipper warrants that:

- (a) it will notify the Consignee and each successive lawful holder of the Electronic Bill of Lading of the Terms and Conditions applicable to the Electronic Bill of Lading as specified in clause 3;
- (b) it will not issue or sign any bills of lading, or allow any person associated with the Shipper to issue or sign any bills of lading, in which the Shipper or any other person purports to act for or on behalf of China Shipping;
- (c) it will not allow Electronic Bills of Lading to be printed or issued in which the identity of any party specified in the document is misrepresented or any incorrect information is provided;
- (d) all information provided to China Shipping for the purpose of issuing Electronic Bills of Lading to the Shipper is correct as at the time of providing such information;
- (e) in the event that any information provided to China Shipping ceases to be correct, the Shipper will update such information to ensure that it is correct.

5. Documentation Software

- 5.1 China Shipping will deliver a copy of the Documentation Software to the Shipper for the purpose of preparing and printing Electronic Bills of Lading. The Instruction Sheet for the installation of the documentation software is annexed to this agreement as Schedule 2.
- 5.2 China Shipping grants the Shipper a licence to use the Documentation Software for the purpose of preparing and printing Electronic Bills of Lading and for no other purpose.
- 5.3 Subject to clause 5.5, the Shipper may install the Documentation Software onto a file server for its computer system or directly onto the hard disk of individual computers.
- 5.4 The Shipper may create one copy of the Documentation Software for backup purposes, but no other copies. The Shipper must not install or use the backup copy of the Documentation Software on any computer without the written consent of China Shipping.
- 5.5 The Documentation Software:
- (a) must only be able to be accessed by one computer operated by the Shipper as specified by China Shipping;
 - (b) must not be accessed on any computer outside the Shipper's premises or any computer that is not operated by or on behalf of China Shipping;
 - (c) must not be modified, adapted or translated by any person;
 - (d) must not be transferred, lent or sublicensed to any person.
- 5.6 In the event that the Documentation Software does not correctly operate to generate Electronic Bills of Lading, the Shipper may request that China Shipping provides a replacement copy of the Documentation Software. However, the Shipper will not be entitled to make any other claim or demand on China Shipping, or to issue any proceeding against China Shipping, with respect to the operation of the Documentation Software or the condition of documents produced using the Documentation Software.
- 5.7 If this Agreement is terminated or otherwise comes to an end, the Shipper must:

- (a) deliver up to China Shipping all copies of the Documentation Software in its possession; and
- (b) delete the Documentation Software from its file server and individual computers owned or operated by the Shipper or its employees or agents.

6. Indemnities

The Shipper agrees to indemnify China Shipping, the ship on which the Shipper's goods are carried, its owners, its demise charterer (if any), its master and crew, and any employee or agent of China Shipping ("the Indemnified Persons") for any claims, demands, proceedings, losses, damage or injuries arising from:

- (a) any breach of any of the warranties specified in clause 4;
- (b) the Shipper or its employees and agents or any other person printing any extra copies of the Electronic Bills of Lading in addition to the number of originals and non-negotiable copies of the Electronic Bills of Lading issued by China Shipping as specified in clause 2.5;
- (c) any breach of clauses 2.7, 2.8, 3.3, 3.4, 5.4, 5.5 or 5.7 by the Shipper or any other person;
- (d) any misrepresentations made by the Shipper or its employees and agents to any person relating to the Electronic Bills of Lading; or
- (e) any action of the Shipper or its employees and agents that is contrary to this Agreement.

The indemnity provided by the Shipper to the Indemnified Persons pursuant to this clause 6 includes any legal costs incurred by the Indemnified Persons in relation to any claim, demand, proceeding, loss, demand or injury on an indemnity basis.

7. Liability

7.1 China Shipping will not be liable, in any circumstance, for any loss, damage, claim or demand (including claims for loss of profits or consequential loss) resulting from:

- (a) any failure, inability or delay in issuing Electronic Bills of Lading to the Shipper; or
- (b) any manipulation or misappropriation of Electronic Bills of Lading or the Documentation Software by the shipper or any third party; or
- (c) the use of the Documentation Software by the Shipper or any third party; or
- (d) any defect, malfunction or failure of the Documentation Software, and any related software or operating system, where the Documentation Software is defective, malfunctioning or failing or has caused any defect, malfunction or failure; or
- (e) the provision of authority to the Shipper to print further copies of the Electronic Bill of Lading.

7.2 If China Shipping is unable to issue Electronic Bills of Lading, the Shipper may request that China Shipping issues the bills of lading in paper format.

8. Intellectual Property

The Shipper acknowledges China Shipping's right, title and interest in and to the Intellectual Property and the Shipper agrees to take all reasonable steps to ensure the protection and continuance of that right, title and interest in or to the Intellectual Property and, without limiting the generality of the foregoing, the Shipper agrees as follows:

- (a) not to represent itself as the owner or having any right, title or interest in the Intellectual Property or any part thereof except as otherwise agreed to in writing by China Shipping;
- (b) not to use or allow the use of Intellectual Property or any part thereof in a manner which is contrary to or conflicts with or in any way damages the right, title or interest of China Shipping in the Intellectual Property; and

- (c) to do all other acts and things which may be reasonably required by China Shipping to ensure the protection of China Shipping's Intellectual Property rights.

The Shipper will immediately notify China Shipping of any claim, demand, threat or notice of proceedings against the Shipper or China Shipping relating to the Intellectual Property.

9. Force Majeure

- 9.1 Neither Party will be liable for any claim, liability, expense, cost or loss caused, either directly or indirectly, by the Party's failure to observe this Agreement, or for any delay or failure to perform its obligations under this Agreement, if such failure or delay is occasioned by any cause beyond the Party's reasonable control including (without limiting the generality of the foregoing) delay or failure to observe this Agreement due to any act of God, war, fire, flood, strikes, lock-outs, delays in transport, power failures, breakdowns in machinery, restrictions or prohibitions by any government or semi-government authority or embargoes ("Force Majeure Event").
- 9.2 If a delay of a Party to perform its obligations is caused or anticipated due to any Force Majeure Event, the performance of that Party's obligations will be suspended. The Party must remedy the Force Majeure Event to the extent reasonably practicable and resume performance of its obligations as soon as reasonably practicable.

10. Confidentiality

- 10.1 If the Shipper receives, possesses or otherwise acquires Confidential Information from China Shipping, the Shipper acknowledges that the Confidential Information is the property of and confidential to or a trade secret of China Shipping. Subject to clause 10.2, the Shipper must:
 - (a) keep the Confidential Information confidential and not directly or indirectly disclose, divulge or communicate that Confidential Information to, or otherwise place that Confidential Information at the disposal of, any other person without the prior written approval of China Shipping;
 - (b) take all reasonable steps to secure and keep secure all the Confidential Information coming into its possession or control; and
 - (c) not memorise, use, modify, reverse engineer or make copies, notes or records of the Confidential Information for any purpose other than in connection with the performance by the Shipper of its obligations under this Agreement.
- 10.2 The obligations of confidentiality under clause 10.1 do not apply to any information that:
 - (a) is generally available to the public (other than by reason of a breach of this Agreement); or
 - (b) is required to be disclosed by any applicable law.

11. Termination

- 11.1 Each party will have the right to terminate this Agreement immediately upon written notice if:
 - (a) the other Party commits a breach of this Agreement and fails to remedy such breach within 14 days of receipt of written notice specifying the breach; or
 - (b) if an Insolvency Event occurs in relation to the other Party.
- 11.2 Notwithstanding clause 11.1, China Shipping may terminate this Agreement in its discretion at any time upon giving written notice to the Shipper.

12. General

- 12.1 Any provision in this Agreement which binds more than one person binds all of those persons jointly and each of them individually.
- 12.2 (a) This Agreement contains the entire understanding between the parties concerning the subject matter of the Agreement and supersedes all prior communications between the parties.
- (b) Each party acknowledges that, except as expressly stated in this Agreement, that party has not relied on any representation, warranty or undertaking of any kind made by or on behalf of the other party in relation to the subject matter of this Agreement.
- 12.3 A failure, delay, relaxation or indulgence by a party in exercising any power or right conferred on the party by this Agreement does not operate as a waiver of the power or right. A single or partial exercise of the power or right does not preclude a further exercise of it or the exercise of any other power or right under this Agreement. A waiver of a breach does not operate as a waiver of any other breach.
- 12.4 If any provision of this Agreement offends any law applicable to it and is as a consequence illegal, invalid or unenforceable then:
- (a) where the offending provision can be read down so as to give it a valid and enforceable operation of a partial nature it must be read down to the extent necessary to achieve that result; and
- (b) in any other case the offending provision must be severed from this Agreement in which event the remaining provisions of the Agreement operate as if the severed provision had not been included.
- 12.5 A party cannot assign or otherwise transfer the benefit of this Agreement without the prior written consent of the other party.
- 12.6 This Agreement may be amended or varied:
- (a) in writing signed by the parties; or
- (b) by China Shipping providing written notification to the Shipper of the intended amendment or variation and, if the Shipper prints any Electronic Bills of Lading after such notification, it will constitute the Shipper's acceptance of such amendment or variation.
- 12.7 If this Agreement consists of a number of counterparts, each is an original and all of the counterparts together constitute the same document.
- 12.8 If there is any conflict between the main body of this Agreement and any schedules or annexures comprising it, then the provisions of the main body of this Agreement prevail.
- 12.9 Any notice or other communication to or by a party to this Agreement:
- (a) may be given by personal service, post, facsimile or email;
- (b) must be in writing, legible and in English addressed as shown below:
- (i) If to China Shipping
Address:
Attention:
Facsimile:
- (ii) If to the Shipper, to the address and relevant person set out in this Agreement;
- (iii) or to any other address last notified by the party to the sender by notice;
- (iv) or by email to any email address notified by the party to the sender by notice.
- 12.10 This Agreement is governed by and must be construed in accordance with the laws of the State of Victoria. The parties submit to the non-exclusive jurisdiction of the courts of that State and the Commonwealth of Australia in respect of all matters or things arising out of this Agreement.

13. Definitions

In this Agreement:

Agreement means this agreement including the schedule;

Business Day means a day which is not a Saturday, Sunday, a public holiday or a bank holiday in the State of Victoria;

China Shipping means China Shipping Container Lines Co Ltd and China Shipping (Australia) Agency Co Pty Ltd or either of them, each company being entitled to the benefit of the provisions of this Agreement;

Confidential Information means all information belonging or relating to China Shipping, whether oral, graphic, electronic, written or in any other form, that is not generally available to the public at the time of disclosure other than by reason of a breach of this Agreement or that is in fact, or should reasonably be regarded as, confidential to China Shipping;

Consignee means the consignee of cargo carried by China Shipping pursuant to an Electronic Bill of Lading;

Documentation Software means the computer software supplied by China Shipping to the Shipper for the purpose of preparing and printing Electronic Bills of Lading;

Electronic Bill of Lading means a bill of lading that is issued by China Shipping to the Shipper in electronic form by email and which incorporates the applicable terms and conditions specified in clause 3;

Forwarding Instructions means instructions for the carriage of cargo and the provision of shipping services, including but not limited to the following details:

- (a) Identity of person providing the instructions;
- (b) Date of instructions;
- (c) Reference number for instructions;
- (d) Shipper;
- (e) Consignee;
- (f) Notify Party;
- (g) Freight forwarder;
- (h) Port of loading;
- (i) Port of discharge;
- (j) Proposed vessel;
- (k) Transshipment details;
- (l) Onwards inland routing;
- (m) Place of delivery;
- (n) Final destination for cargo;
- (o) Shipper's declared value;
- (p) Terms of freight;
- (q) When freight is payable;
- (r) Details of cargo, including where relevant cargo description, hazardous cargo, weight of cargo, shipping container number, carriage temperature for refrigerated cargoes, seal number and dimensions of over-dimensional cargo;

Insolvency Event means:

- (a) being bankrupt, or in liquidation or provisional liquidation or under administration;
- (b) being, or passing a resolution to be, wound up;

- (c) having a Controller or analogous person appointed to it or any of its property;
- (d) being taken under section 459F(1) of the *Corporations Act 2001 (Cth)* to have failed to comply with a statutory demand, being unable to pay its debts or otherwise insolvent;
- (e) taking any step that is reasonably likely to result in the person becoming an insolvent under administration (as defined in the *Corporations Act 2001 (Cth)*);
- (f) entering into a compromise or arrangement with, or assignment for the benefit of, any of its members or creditors; or
- (g) any analogous event under the laws of any jurisdiction;

Intellectual Property means all registered or unregistered trade marks, computer software, brand names, product names, patents or designs (whether registered or pending registration), copyright, goodwill and reputation associated with, or arising out of the Electronic Bills of Lading or any other documents, including the Documentation Software, of which China Shipping is the author, proprietor, owner or licensee;

Paper Copies of the Terms and Conditions means single A4 sheets of paper provided by China Shipping to the Shipper containing the Terms and Conditions on one side of the sheet and a blank page on the reverse side of the sheet;

Party means a party to this Agreement;

Shipper means the shipper named as a party to this Agreement;

Terms and Conditions means the terms and conditions of carriage specified in Schedule 1 under the heading 'Bill of Lading terms and conditions'.

14. Interpretation

In this Agreement, unless the context requires otherwise:

- (a) if something is to be done on a day which is not a Business Day then that thing must be done on the next or following Business Day;
- (b) the word "person" includes a natural person and any body or entity whether incorporated or not; and
- (c) the words "in writing" include any communication sent by letter, facsimile transmission or email.

Schedule 1: Bill of Lading terms and conditions

Clause 3

1. DEFINITIONS

"Carrier" means CHINA SHIPPING CONTAINER LINES (HONG KONG) CO., LTD.

"Merchant" includes the consignor, the shipper, the receiver, the owner of the Goods, the lawful holder or endorsee of this Bill of Lading, or any other person having any present or future interest in the Goods or this Bill of Lading, or anyone authorized to act on behalf of any of the foregoing.

"Vessel", where the context so admits, includes the Vessel named in Box 6 of this Bill of Lading or any substitute therefor, and any feeder vessel, lighter or barge used by or on behalf of the Carrier in connection with any sea borne leg of the carriage.

"Sub-contract" includes owners and operators of vessels (other than the Carrier), stevedores, terminal, warehouse, depot and groupage operators, road and rail transport operators and any independent contractor employed by the Carrier in the performance of their respective servants, agents or Sub-contractors.

"Goods" means the whole or any part of the cargo received from the Merchant, and includes any container not supplied by or on behalf of the Carrier.

"Package" means each Container which is stuffed and sealed by or on behalf of the Merchant, and not the items packed in such Container if the number of such items is not indicated on the front of this Bill of Lading or is indicated by the terms such as "Said to contain" or similar expressions.

"Shipping unit" means any physical unit of cargo not shied in a package but described in Bs/L, including machinery, vehicles and boats, except goods shipped in bulk.

"Container" includes any Container, open top trailed, transportable tank, flat rack, platform, pallet, and any other equipment or device used for or in connection with the transportation of the Goods.

2. CARRIER'S TARIFF

The terms of China Shipping Container Lines' applicable Tariff and other requirements regarding charges are incorporated into this Bill of Lading. Particular attention is drawn to the terms contained therein, including, but not limited to free storage time, Container and vehicle demurrage, detention etc. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or his agents upon request. In case of any inconsistency between this Bill of Lading and the applicable Tariff, the Bill of Lading shall prevail.

3. SUB-CONTRACTING, INDEMNITY AND CERTAIN DEFENSES, EXEMPTIONS AND LIMITATIONS

(1) The Carrier shall have the right at any time and on any terms whatsoever to sub-contract the whole or any part of the carriage with any Sub-contractor and /or to substitute any other vessel or means of transport for the Vessel.

(2) The Merchant undertakes that no claim or legal action whatsoever shall be made or brought against any person by whom the carriage is performed or undertaken (including but not limited to the Carrier's servants, agents or Sub-contractors) other than the Carrier, which imposes upon any such person, or any vessels owned or operated by such person, any liability whatsoever in connection with the Goods or the carriage thereof whether or not arising out of negligence in the part of such person. Should any such claim or legal action nevertheless be made or brought, the Merchant undertakes to indemnify the Carrier against all consequences thereof including legal expenses in a full indemnity basis. Without prejudice to the foregoing, every such person or vessel, including but not limited to the Carrier's servants, agents, or Sub-contractors as defined in Clause 1 above, shall have the benefit of every exemption, defense and limitation herein contained applicable to the Carrier, in contract or in tort, as if such provision were expressly contracted for its benefit and in entering into this contract, the Carrier, to the extent of such exemptions, defenses and limitations, does so not only on its behalf, but also as an agent and trustee for such person or vessel.

4. CARRIER'S RESPONSIBILITY

(1). **Port to Port Shipment** If boxes 6,7 and 8 but not boxes 4,5 and 9 are filled in on the front of this Bill of Lading, this Bill of Lading is a Port-to-Port contract. The Carrier shall be responsible for the Goods as Carrier from the time when the Goods are received by the Carrier at the Port of Loading until the time of wherever the vessel has been arrived for delivery thereof at the port of discharge to the Merchant or to the Authority as required by local laws or regulations, whichever occurs earlier.

(2). **Combined Transport** If Box 4. Box 5.and/or Box 9 are filled in on the front of this Bill of Lading and the place(s) or port(s) indicated therein is/are place(s) or port(s) other than that indicated in Box 7 and Box 8 and Freight is paid

for combined transport this Bill of Lading is a document which serves as a combined transport contract. The Carrier undertakes to arrange or procure the pre-carriage and/or on-carriage segments of the combined transport. All claims arising from the combined transport carriage must be filed with the Carrier within 9 months after the delivery of the Goods or the date when the Goods should have been delivered, failing which the Carrier shall be discharged from all liabilities whatsoever in respect of the Goods. If any payment is made by the Carrier to the Merchant in respect of any claim arising under the combined transport carriage, the Carrier shall be automatically subrogated to or given all rights of the Merchant against all others including pre-carrier or on-carrier or Sub-contractor on account of such loss of damage. Nothing herein contained shall be deemed a waiver of any rights that the Carrier may have against a pre-carrier or on-carrier or Sub-contractor for indemnify or otherwise.

5. NOTICE OF CLAIM AND TIME BAR

(1) Unless notice of loss or damage is given in writing to the Carrier or its agent at the Port of Discharge or Place of Delivery before or on the date of delivery of the Goods, or if loss or damage is not apparent, within 15 consecutive days thereafter, such delivery shall be prima facie evidence of the delivery of the Goods by the Carrier and/or on-carrier in apparent good order and condition as described in this Bill of Lading.

(2) The Carrier, its servants, agents and Sub-contractors shall be discharged from all liabilities whatsoever unless suit is brought within one year of the Goods from the date when the Goods should have been delivered.

6. LOSS OR DAMAGE

(1) The terms of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the carriage of the Goods not only during the carriage, but also during the period prior to and/or subsequent to the carriage as stipulated.

The exemptions from liability, defenses and limitation of liability provided for herein or otherwise shall apply in any action against the Carrier for loss or damage or delay, howsoever occurring and whether the action be founded in contract or in tort and even if the loss, damage or delay arose as a result of unseaworthiness, negligence or fundamental breach of contract. Save as is otherwise provided herein, the Carrier shall in no circumstances whatsoever and howsoever arising be liable for such loss or damage or loss of profits reasonably.

(2) The Carrier does not undertake that the Goods will be transported from or loaded at the place of receipt or loading or will arrive at the place of discharge, destination or transshipment aboard any particular vessel or other conveyance at any particular date or time or to meet any particular market or in time for any particular use. Scheduled or advertised departure and arrival times are only expected times and may be advanced or delayed if the Carrier shall find it necessary, prudent or convenient. The Carrier shall in no circumstances whatsoever and howsoever arising be liable for loss and damage or any consequential loss or damage caused by delay.

(3) If the stage of the combined transport during which loss or damage occurred can be determined, the liability of the Carrier shall be governed by the national law(s) and/or international convention(s) applicable thereto. If the stage of the combined transport during which loss or damage occurred cannot be determined, the Merchant and the Carrier agree that it shall be deemed that the loss or damage occurred aboard the Carrier's Vessel. In either case, clauses 5(2) and 7 shall apply.

7. LIMITATION OF LIABILITY

(1) Except as provided for in Clause 7(2), this Bill of Lading shall be subject to the provisions of the Carriage of Goods by Sea Ordinance of Hong Kong Neither the Carrier, its servants, agents, Sub-contractors nor the Vessel shall in any event be liable for any loss of or damage to the Goods in any amount exceeding the limits per package or unit prescribed by that Ordinance, unless the nature and value of the Goods have been declared by the Merchant before or at the taking of shipment and clearly inserted in this Bill of Lading (Box 12) but subject to that the Merchant has paid additional Freight on such declared nature and value.

(2) Where carriage includes carriage to or from or through a port or place in the United States of America, this Bill of Lading shall be subject to the provisions of the United States Carriage of Goods by Sea Act, 1936 (US COGSA) and any amendments thereto, as provided for in clause 26(2) hereof, in such event neither the Carriers nor its servants, agents, sub-contracts and/or the vessel shall in any event be liable for any loss of or damage to the Goods in an amount exceeding the limits per package or unit prescribed by US COGSA, unless the nature and value of the Goods have been declared by the merchant before shipment and inserted in this Bill of Lading (box 12) and the merchant has paid additional freight on such declared value.

(3) If a legal regime other than the Carriage of Goods by Sea Ordinance of Hong Kong or US COGSA is compulsorily applied to this Bill of Lading, the liability of the Carrier, if any, shall not exceed the limits per Package or Shipping Unit

prescribed therein, unless the nature and value of the Goods have been declared by the Merchant and clearly inserted in this Bill of Lading (box 12) and the Merchant has paid additional Freight on such declared nature and value.

(4) For the purpose of this Clause 7 the declared nature and value shall be the basis for the Carrier to determine the liability of the Carrier any provided that such declared value shall not be conclusive on the Carrier, and further provided that such declare nature and value does not exceed the true value of the Goods at destination. Any partial loss or damage shall be adjusted pro-rate on the basis of such declared value.

8. FIRE

The Carrier shall not be liable for any loss of or damage to the Goods occurring at any time, including that before loading or after discharge howsoever by reason of whatsoever nature of fire, unless such fire is caused by making use of such action by the actual fault or privity of the Carrier.

9. CARRIER'S CONTAINERS

(1) Goods received in break bulk will be stuffed by the Carrier in Containers and the Carrier shall have the right to carry any Containers, whether or not stuffed by the Carrier on deck or below deck. All such Goods shall participate in General Average. The terms of this Bill of Lading, including the Carriage of Goods by Sea Ordinance of Hong Kong and the US COGSA as provided for in Clause 26, shall apply to Containers carried on deck.

(2) If Carrier's Containers and equipment are used by the Merchant for pre-carriage or on-carriage or unpacked at the Merchant's premises, the Merchant is responsible for returning the empty Containers, with interiors brushed, clean and free of smell to the point or place designated by the Carrier, its servants or agents, within the time prescribed in the Tariff and/or required by the Carrier. Should a Container not be returned within the aforesaid time. The Merchant shall be liable for any detention, demurrage, loss or expenses which may arise from such non-return.

(3) The Merchant shall be liable for any loss of or damage to Carrier's Containers and other equipment while in the custody of the Merchant or anyone acting on the Merchants behalf. The Merchant shall also be liable during such period for any loss of or damage to the property of others or for any injuries or death and the Merchant shall indemnify and hold the Carrier harmless against all damages whatsoever nature and howsoever arise, including, legal expenses, incurred from any and all such claims arising during such periods.

10. MERCHANT-STUFFED CONTAINER

(1) If a Container has not been stuffed by or on behalf of the Carrier, the Carrier shall not be liable for loss of or damage to the Goods and the Merchant shall indemnify the Carrier against any loss, damage, liability or expense incurred by the Carrier if such loss, damage, liability or expense has been caused by:

- (a) the manner in which the Container has been filled, packed, loaded or stuffed, or
- (b) the unsuitability of the Goods for carriage in the Goods for carriage in the Container, or
- (c) the unsuitability or defective condition of the Container, provided that, if the Container had been supplied by or on behalf of the Carrier, this unsuitability or defective condition could have been apparent upon inspection by the Merchant at or prior to the time when the Container was filled, packed, loaded or stuffed.

(2) If a container stuffed by Merchant is delivered by the Carrier with its seal intact, such delivery shall, constitute full and complete performance of the Carrier's obligations hereunder and the Carrier shall not be liable for any loss or shortage of the Goods ascertained at delivery.

(3) The Merchant shall inspect Containers before stuffing them and the use of a Container shall be prima facie evidence of its being suitable and without defect.

11. MERCHANTS DESCRIPTION

(1) The Merchant's description of the Goods stuffed in a sealed Container by the Merchant, or on his behalf, shall not be binding on the Carrier, and the description declared by the Merchant on the front of this Bill of Lading is information provided by the Merchant solely for its own use including but not limited to the use of its freight forwarder. It is understood by the Merchant that the Carrier has not verified the contents, weight or measurement of a sealed container, and the Carrier makes no representation as to the contents of a sealed Container, van, crate or box hereunder, nor its weight or measurement, nor the value, quantity, quality, description, condition marks or number of the contents thereof. The Carrier shall be under no responsibility whatsoever in respect of such description or particulars.

(2) If any particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a party are shown on the front of this Bill of Lading, such

particulars are included solely at the request of the Merchant for its convenience. The Merchant agrees that the inclusion of such particulars shall not be regarded as a declaration of value and shall in no way affect the Carrier's liability under this Bill of Lading. The Merchant acknowledges that except as provided for in Clause 7 hereof, the value of the Goods is unknown to Carrier.

12. MERCHANTS RESPONSIBILITY

- (1) The parties defined as "Merchant" in clause 1 hereof shall, where applicable, be jointly and severally liable to the Carrier for the due fulfillment of all obligations undertaken by any of them under this Bill of Lading.
- (2) The Merchant warrants to the Carrier that the particulars relating to the Goods as set forth on the front of this Bill of Lading have been checked by the Merchant on the receipt of this Bill of Lading and that such particulars, and any particulars furnished by or on behalf of the merchant, are adequate and correct. The merchant also warrants that the Goods are lawful Goods and are not contraband.
- (3) The merchant shall indemnify the Carrier against all liabilities, costs, losses, damages, fines, penalties, expenses or other sanctions of a monetary nature arising or resulting from any breach of the warranties in clause 12(2) hereof or from any other cause in connection with the Goods for which the Carrier is not responsible.
- (4) The Merchant shall comply with all regulations or requirements of customs, port and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including the full return Freight for the Goods returned, or if on-carried, the full Freight from the Port of Discharge or the Place of Delivery nominated herein to the amended Port of Discharges or the amended Place of Delivery) incurred and/or sustained by reason of any failure to so comply or by reason of any illegal, incorrect or insufficient marking numbering or addressing of the Goods, and shall indemnify the Carrier in respect thereof.

13. FREIGHT AND CHARGES

- (1) All Freight shall be deemed fully, finally and unconditionally earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event whatsoever.
- (2) All Freight and charges shall be paid without any set-off, counter-claim, deduction, or stay of execution before delivery of the Goods.
- (3) The merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies concerning the Freight in the applicable Tariff or as agreed otherwise.
- (4) If the Merchant's description of the Goods in this Bill of Lading or in any documents furnished to the Carrier by or on behalf of the merchant shall prove to have been inaccurate, incorrect or misleading in any respect, the Merchant shall pay for the actual damage suffered by the Carrier.
- (5) Payment of Freight and charges to any freight forwarder or broker, or anyone other than the Carrier or its authorized agent, shall not be considered payment to the Carrier and shall be made at the Merchant's sole risk.
- (6) The parties defined, as Merchants in Clause 1 hereof shall where applicable, be jointly and severally liable to the Carrier for payment of all Freight, demurrage, General Average and charges including, but not limited to court costs, expenses and reasonable attorney's fees incurred in collecting sums due the Carrier, failing which shall be considered a default by the Merchant in the payment of Freight and charge.

14. INSPECTION OF THE GOODS

The Carrier and/or any person to whom the Carrier has sub-contracted the carriage or any person authorized by the Carrier shall be entitled, but under no obligation, to open any Container or Package at any time and to inspect the Goods. If by order of the Authorities at any place, a container must be opened for inspection, the Carrier shall not be liable for any loss or damage incurred as a result of any opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the cost of such opening unpacking inspection, and repacking from the Merchant.

15. CARRIAGE AFFECTED BY CONDITION OF THE GOODS

If it appears at anytime that the Goods cannot safely or properly be carried or carried further, either at all or without incurring any additional expense or taking any measure(s) in relation to the Goods or the Container, the Carrier may without notice to the Merchant (but as its agent only) take any measure(s) and/or incur any additional expense to carry or to continue the carriage thereof, and/or sell or dispose of the Goods, and/or abandon the carriage and/or store them ashore or afloat, under cover or in the open, at any place whichever the Carrier in his absolute discretion considers most appropriate, which abandonment, storage, sale or disposal thereof shall be deemed to constitute due

delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any additional expense so incurred.

16. LIENS

The Carrier shall have a lien on the Goods and any documents relating thereto for Freight, dead Freight demurrage, detention, and for any expenses incurred by the Carrier for recomparing, repacking, remarking, fumigation or required disposal of faulty Goods, for General Average contributions to whomsoever due, for fines, dues, tolls, land Freight, or commissions paid or advanced by the Carrier on behalf of the Goods, for any sums including salvage payable to the Carrier under this Bill of Lading and for legal expenses incurred because of any attachment or other legal proceedings brought against the Goods by governmental Authorities or any person claiming an interest in the Goods. The Carrier's lien shall survive discharge or delivery of the Goods and the Carrier shall have the right to enforce such lien by public auction or private sale in its discretion. Should the proceeds of sale fail to cover the amount due, including expenses incurred, the Carrier shall be entitled to recover the balance from the Merchant. Should such proceeds exceed the amount due, the balance shall be returned to the Merchant.

17. DECK CARGO, ANIMALS AND PLANTS

Goods (other than Goods stuffed in Containers) that are stated on the front of this Bill of Lading as contracted to stowed "on deck" and are so carried, and all live animals, including fish and birds, or plants shipped hereunder, shall be carried solely at the risk of the Merchant, and the Carrier shall not be liable for any loss or damage of whatsoever nature arising during carriage by sea whether or not arising out of negligence on the part of the Carrier. The Merchant shall indemnify the Carrier against all or any extra costs incurred for any reason whatsoever in connection with the carriage of such live animals or plants.

18. METHODS AND ROUTES OF CARRIAGE

The Carrier may at any time during the carriage

- (1) Use any means of transport or storage whatsoever;
 - (2) Transfer the Goods from one conveyance to another including transshipment or carrying the same on another Vessel other than the Vessel named on the front of this Bill of Lading or by any other means of transport whatsoever.
- Anything done in accordance with this Clause or any delay arising therefrom shall be deemed to be within the scope of the carriage and shall not be a deviation.

19. MATTERS AFFECTING PERFORMANCE

If at any time the carriage is or is likely in thought of the Master to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind, other than the inability of the Goods to be safely or properly carried or carried further, and howsoever arising (even though the circumstances giving rise to such matters as stated above existed at the time this contract was entered into or the Goods were received for shipment) the Carrier (whether, or not the carriage is commenced), may at his sole discretion and without prior notice to the Merchant.

(1) carry the Goods to the contracted Port of Discharge or Place of Delivery, whichever is applicable, by an alternative route from that indicated in this Bill of Lading or from that which is customary for Goods consigned to that Port of Discharge or Place of Delivery. If the Carrier elects to invoke the terms of this sub Clause, then, notwithstanding the provisions of Clause 18 hereof, the Carrier shall be entitled to charge such additional Freight as the Carrier may determine, or (2) suspend the carriage of the Goods and store them ashore or afloat upon the terms of this Bill of Lading and endeavor to forward them as soon as possible, but the Carrier makes no representation as to the maximum period of suspension. If the Carrier selects to invoke the terms of this sub-Clause then the Carrier shall be entitled to the payment of such additional Freight as the Carrier may determine, or (3) abandon the carriage of the Goods and place the Goods at the Merchant's disposal at any port or place where the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall entirely cease. The Carrier shall nevertheless be entitled to full Freight on the Goods received for shipment, and the Merchant shall pay any additional costs of the carriage to and delivery and storage at such port or place.

Where the Carrier elects to use an alternative route under Clause 19(1) or to suspend the damage under Clause 19(2) same shall not prejudice its right subsequently to abandon the carriage.

20. DANGEROUS GOODS

At the time of shipment of Dangerous Goods, the Merchant shall in compliance with the regulations governing the carriage of such Goods, have the same properly packed, distinctly marked and labeled and notify the Carrier in

writing of their proper description nature and the precautions to be taken. In case the Merchant fails to or inaccurately notifies the Carrier, the Carrier may give such Goods landed, destroyed or rendered innocuous when and where circumstances so require, without compensation. The Merchant shall be liable to the Carrier for any loss, damage or expense resulting from such shipment.

Notwithstanding the Carrier's knowledge of the nature of the Dangerous Goods and its consent to carry, the Carrier may still have such Goods landed, destroyed or rendered innocuous, without compensation, when they become an actual danger to the vessel, the crew and other persons on board or to other goods. However, what mentioned in this Clause shall not prejudice the contribution in General Average if any.

21. SPECIAL REFRIGERATED OR HEATED CONTAINERS

(1) Unless the Merchant and the Carrier agree in writing before shipment that specially ventilated or heated Containers will be used to ship the Goods and such agreement is noted on the front of this Bill of Lading and the Merchant gives proper written notice to the Carrier of the nature of the Goods and of the particular temperature range to be maintained and/or special attention required and the Merchant pays the extra Freight charged under the Carrier's Tariff or as agreed, the Goods shall be carried in ordinary unventilated Containers.

(2) In case of a refrigerated Container stuffed by or on behalf of the Merchant, the Merchant undertakes that its thermostatic, ventilating or any other controls have been correctly set by the Merchant and that the temperature of the Goods and the refrigerated Container has been brought to the required temperature level before stuffing and that the Goods have been properly stowed in the container before the receipt thereof by the Carrier if these requirements are not fully met the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising.

(3) If a suggested temperature is noted on the front of this Bill of Lading, the Merchant shall deliver the Goods to the Carrier at the noted temperature plus or minus 2° while the Goods are in its actual possession.

(4) The Carrier does not warrant that the Container be properly ventilated refrigerated or heated throughout the carriage, nor shall the Carrier be liable for any loss of or damage to the Goods arising from any latent defects, any total or partial failure or breakdown or stoppage of the refrigerating machinery, plant, insulation and /or any apparatus of the Container, Vessel, conveyance and any other facilities, provided that the Carrier shall before or at the beginning of the carriage exercise due diligence to maintain the refrigerated Container in an efficient state.

(5) In case of the Merchant's own Container, a set of emergency kit and an operation manual shall be supplied by the Merchant.

22. NOTIFICATION AND DELIVERY

(1) Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier and failure to give such notification shall not give rise to any liability on the part of the Carrier or relieve the Merchant of any obligation hereunder.

(2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff as required by the Carrier.

(3) If the Merchant fails to take delivery of the Goods during a reasonable time or whenever in the opinion of the Carrier the Goods are likely to deteriorate, decay, become worthless or incur charges whether for storage or otherwise in excess of their value, the Carrier may, at its discretion, without prejudice to any rights which he may have against the Merchant without notice and without any responsibility whatsoever attaching to him, unstuff sell destroy or dispose of the Goods at the sole risk and expense of the Merchant and apply any proceeds of sale in reduction of the sums due to the Carrier from the Merchant. The aforesaid unstuffing shall constitute due delivery hereunder and thereupon all liability whatsoever of the Carrier in respect of the Goods thereof shall cease.

(4) Where the Carrier is obliged to hand over the Goods so carried into the custody of the port customs of any other Authorities at the Port of Discharge or Place of Delivery and the Goods are delivered by the same to the Merchant without necessity of production of this Bill of Lading by the Merchant as required by the local law, regulation and/or practice, such hand-over shall constitute due delivery to the Merchant under this Bill of Lading and thereupon the liability of the Carrier in respect of the Goods shall entirely cease.

(5) Refusal by the Merchant to take delivery of the Goods in accordance with the terms of this clause, notwithstanding its having been notified of the availability of the Goods for delivery, shall constitute an irrevocable waiver by the Merchant to the Carrier of all and any claims whatsoever relating to the Goods or the Carriage. The Merchant shall be liable for any losses, damages, expenses and liabilities incurred and sustained by the Carrier arising from such refusal, including but not limited to the return of the Goods to their place of origin.

23. GENERAL AVERAGE AND SALVAGE

(1) General Average shall be adjusted at any port or place at the Carrier's option according to the York Antwerp Rules 1974, as amended in 1990, and any other amendments thereto. The Merchant shall give such cash deposit or other security as the Carrier may deem sufficient to cover the estimated General Average contribution of the Goods before delivery.

(2) In the event of the Master considering that salvage services are needed, the Merchant agrees that the Master shall act on its behalf to procure such services to Goods and that the Carrier may act on its behalf to settle salvage remuneration. The Merchant shall timely and fully provide cash deposit or other security to the salvor without affecting the schedule of the Vessel after the salvage failing which the Merchant shall be liable for any losses arising therefrom and sustained by the Carrier.

24. BOTH-TO-BLAME COLLISION

The Both-to-Blame Collision Clause currently published by the Baltic and International Maritime Conference is deemed to be incorporated into this Bill of Lading.

25. NON-VESSEL-OPERATING COMMON CARRIERS

If this Bill of Lading is accepted by a Merchant acting as a non-vessel-operating common carrier (NVOCC), who has in turn concluded other contracts of carriage with third parties, the NVOCC hereby warrants that the contracts concluded by him in respect of the Goods subject to this Bill of Lading shall incorporate the terms and conditions of this Bill of Lading. The NVOCC further warrants to indemnify the Carrier, its servants, agents and Sub-contractors against all consequences of his failure to do so.

26. LAW AND JURISDICTION

(1) This Bill of Lading is governed by the Hong Kong laws. All disputes arising under or in connection with this Bill of Lading shall be determined by the Hong Kong laws before Hong Kong courts.

(2) Notwithstanding the provision of Clause 26(1), where carriage includes carriage to or from or through a port or place in the United States of America, this Bill of Lading shall be subject to the Provisions of the US COGSA, which shall be deemed to have been incorporated herein and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights, immunities, exceptions or limitations or an increase of any of its liabilities under US COGSA.

27. VARIATION OF THE CONTRACT

No servant, agent or Sub-contractor of the Carrier shall have the power to waive or vary any terms of this Bill of Lading unless such waiver or variation is in writing and is specifically authorized or approved in writing by the Carrier.

28. NEW JASON CLAUSE

In the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequences of which, the Carrier is not responsible by statute contract or otherwise, the Goods and the Merchant jointly and severally shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving ship belonged to strangers.

Executed as an agreement

**Executed by China Shipping (Australia) Agency)
Co Pty Ltd on its own behalf and on behalf of China)
Shipping Container Lines Hong Kong Co Ltd by:)**

Date:.....(dd/mm/yyyy)

.....
(Director)

.....
(Company Secretary/Director)

**The Common Seal of)
Full Business Name)
)**

ACN
was affixed in the presence of:

Date:.....(dd/mm/yyyy)

.....
(Director)

.....
(Company Secretary/Director)

)

- **Schedule 2: EDOC client instruction information.**

Introduction

EDOC is software developed and provided by China Shipping to select customers in order to print Bill of Lading documents remotely without having to pickup the documents from the China Shipping office.

It's a simple utility that secures the documents in electronic form, which are then emailed to the customer. Using a unique password, the customer opens and prints the Bill of Lading documents for their business use.

Requirements

Minimum requirements for EDOC are:

- Equivalent of Pentium 4 or greater PC
- Windows XP operating system or higher
- Access to internet and email (SMTP SERVER)
- Adobe Acrobat 4 or higher
- Dedicated local or network laser printer using TCP/IP

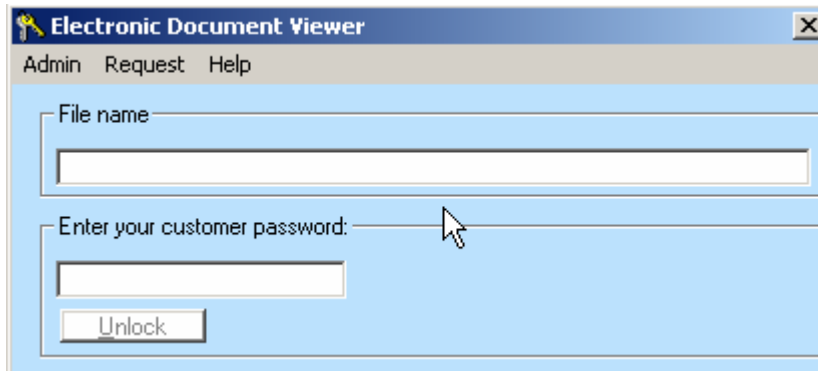
Installing

To obtain the software:

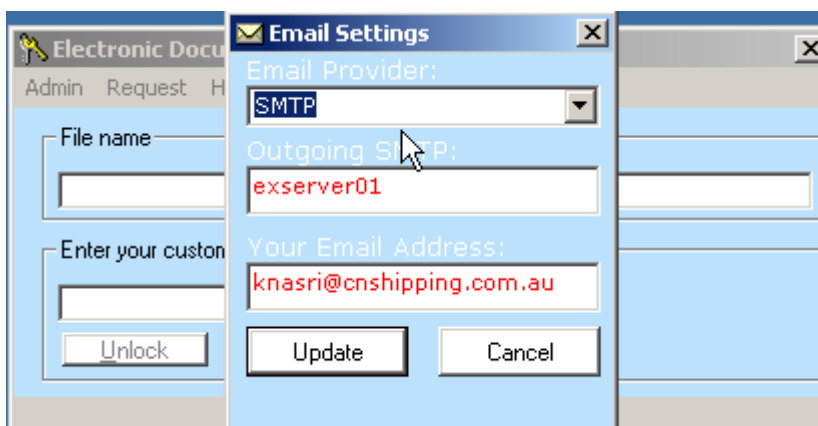
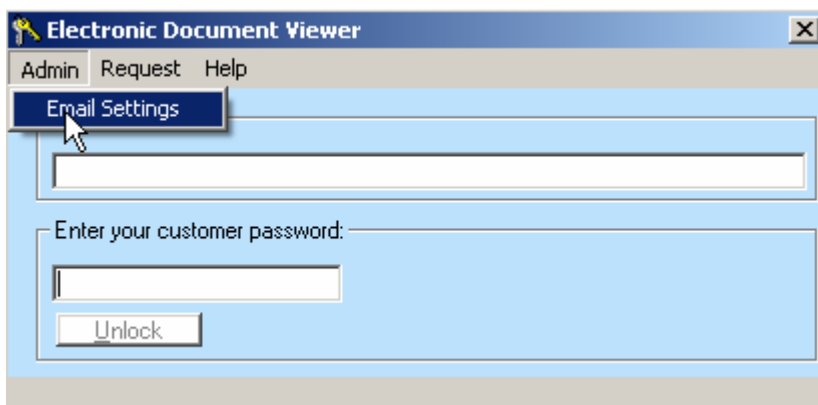
1. Download the client program from the internet from the following URL address: [HTTP://WWW.CNSHIPPING.COM.AU/CUSINFO/EDOC.PHP](http://www.cnshipping.com.au/cusinfo/edoc.php)
2. For a first time user, you will need to download the Installation file onto your local pc and run the setup.exe file.
3. When installing the software, and when running the application for the first time, **you MUST have ADMINISTRATOR RIGHTS.**
4. Follow the instructions provided by the installation until the software is successfully installed on your computer.
5. Once the software installed, you need to update a number of settings before the software is ready for use.

6. EDOC can be found under the following menu items

PROGRAM FILES → ELECTRONIC DOCUMENT VIEWER → EDOC CLIENT



7. You need to change the email settings under the Admin menu:



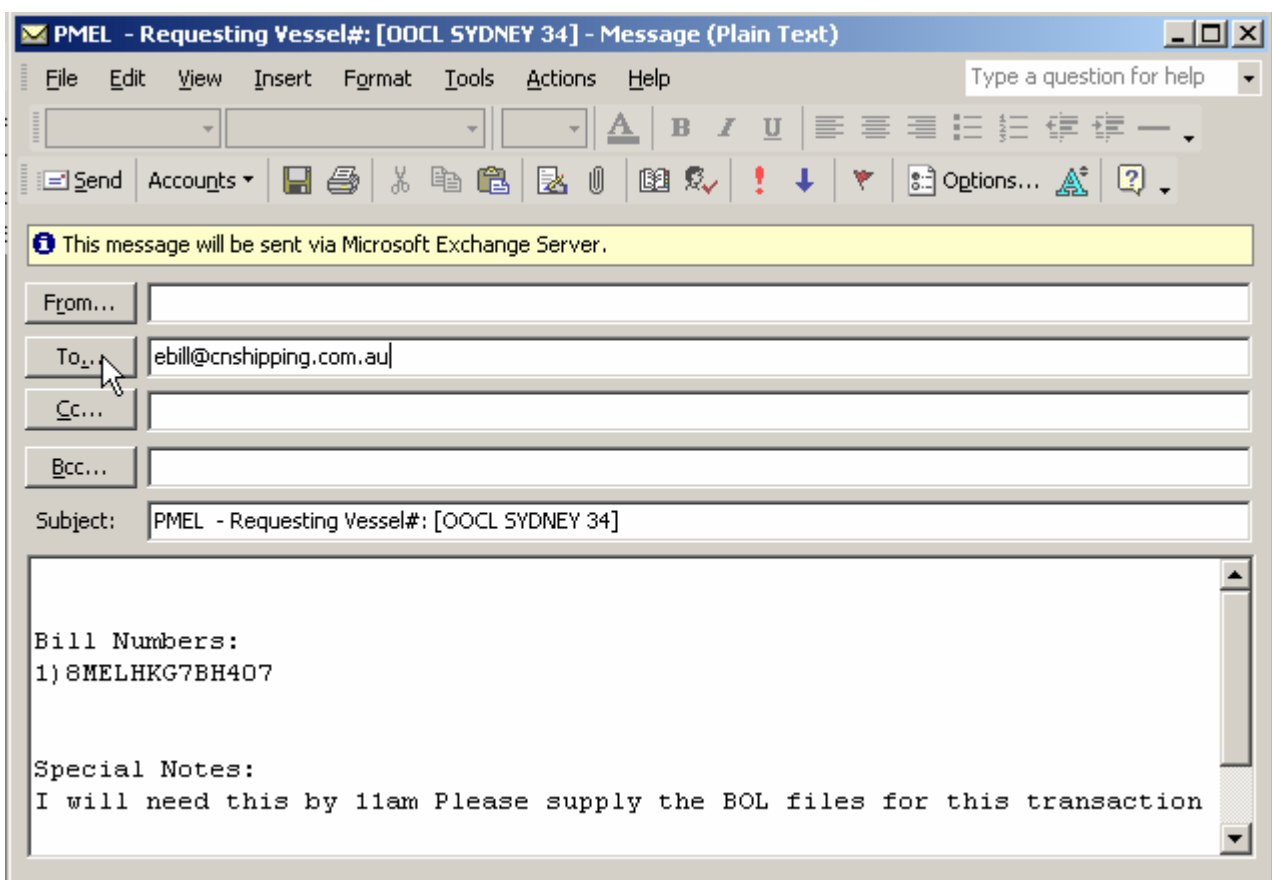
Simply fill in your Outgoing SMTP server, and your Email address, and click on Update.

8. Once you have updated the email settings, you then send a request email to receive a test file, which you can then test to make sure the software works properly on your system.
9. Simply send an email to EBILL@CNSHIPPING.COM.AU, requesting a test file for testing purposes.
10. When we receive the request email, we will create a CLIENT CODE which is usually 4 characters long and will send you an email back with an attachment that you can test with.
11. You will also receive your 10 digit pin, which you will need to unlock the files and this pin will be unique to your email and pc. Please keep in confidential and safe.
12. When you receive the message in your email client, open the message and double click on the attachment. You will then be prompted with a screen to type in your unlock code, once you have done so, click on the unlock button and your file will then be unlocked and opened in Adobe Acrobat for viewing and printing.

Use of EDOC

Use of EDOC is quite simple, once you have passed the initial installation and testing phase, the rest of the process is quite simple.

1. Once the bill is approved and ready for printing, you send an email to China Shipping, the email is to be sent to EBILL@CNSHIPPING.COM.AU
2. Please note, on the subject line of the email, you must include your CLIENT CODE, VESSEL VOYAGE, and then the body can contain the actual bill's you want to print and any special instructions you require for the bills.



- 3.
4. Note, the above example has client code PMEL and the vessel voyage in the subject line, and they have included the bill and special instructions in the body of the message. Please make sure your requests are as per above example. **Otherwise the request will not get processed.**
5. When you receive the email back from China Shipping, simply double click on the attachment and type in your unlock code and press unlock to view and print the file.

6. Any problems, please report to China Shipping, the person you are dealing with regarding the Bills of Lading.

Problems

Generally you should not have many problems, simply make sure you have Administrator rights when installing the software and that you run the software for the first time as a user that has administrator rights.

If you require more information, or have problems, please contact:

Karl Nasri: 02- 9211 8133: knasri@cshipping.com.au