

Terms and Condition

Notwithstanding the heading "Combined Transport Bill of Lading," the provisions set out and referred to in this document shall also apply if the transport as described on the face of the Bill of Lading is performed by one mode of transport only. These provisions constitute a contract between Merchant and Carrier.

(1) Clause paramount:

All carriage under this Bill of Lading to or from the United States shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, 46 U.S.C. sections 1300-1315.

(2) Definitions:

2.1 "Ship" means the vessel named in this Bill of Lading.

2.2 "Carrier" means International Movers Network Inc. on whose behalf this Bill of Lading has been signed.

2.3 "Merchant" means the customer (Shipper) as per the Carrier's quote or any adult that the merchant indicates to the carrier.

2.4 "Goods" mean the cargo described on the face of this Bill of Lading and, if the cargo is packed into container(s).

(3) Subcontracting:

Carrier shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the handling, storage, or carriage of the goods and all duties undertaken by Carrier in relation to the goods. Every servant, agent, subcontractor (including sub-subcontractors), or other person whose services have been used to perform this contract shall be entitled to the rights, exemptions from, or limitations of, liability, defenses and immunities set forth herein. For these purposes, Carrier shall be deemed to be acting as agent or trustee for such servants, agents, subcontractors, or other persons who shall be deemed to be parties to this contract.

(4) Hindrances affecting performance:

4.1 Carrier shall use reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery as per the quote terms.

4.2 If at any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any hindrance, risk, delay, injury, difficulty or disadvantage of any kind, including strike, and if by virtue of the above it has rendered or is likely to render it in any way unsafe, impracticable, unlawful, or against the interest of Carrier to complete the performance of the contract, Carrier, whether or not the transport is commenced, may without notice to Merchant elect to: (a) treat the performance of this contract as terminated and place the goods at Merchant's disposal at any place Carrier shall deem safe and convenient, or (b) deliver the goods at the place of delivery.

In any event, Carrier shall be entitled to, and Merchant shall pay, full freight for any goods received for transportation and additional compensation for extra costs and expenses resulting from the circumstances referred to above.

(4.3) Carrier shall not be liable for any loss or damage arising from: an act or omission of Merchant or person other than Carrier acting on behalf of Merchant from whom Carrier took the goods in charge, compliance with the instructions of any person authorized to give them, handling, loading, stowage or unloading of the goods by or on behalf of Merchant, inherent vice of the goods, fire, vessel sinking.

(4.4) Compensation for loss and damage In all other cases actions against the Carrier may be instituted only in the state of New York.

(4.5) Unless otherwise mandated by compulsorily applicable law, Carrier's liability for compensation for loss of or damage to goods shall in no case exceed the amount of US\$500 per container or \$0.30 per CF. Where a container is stuffed by Shipper or on its behalf, and the container is sealed when received by Carrier for shipment, Carrier's liability will be limited to US\$500 per container for loss only.

However, Carrier shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to make the claim. Carrier shall have the option of replacing lost goods or repairing damaged goods.

(4.6) Carrier will not arrange for insurance on the goods unless merchant request and paid for it.

(5) This proposal is an offer to you to enter into a Confidential Negotiated Rate Agreement. You may accept this offer by sending us an email specifying the Rate Proposal No. above and stating that you

accept the rates; or signing where indicated below and sending the signed Rate Proposal back to us, on note on the date of the move or delivery, an adult 18 years or older will need to be present.

(6) Container packed by merchant:

If Carrier receives the goods already packed into containers:

1. This Bill of Lading is prima facie evidence of the receipt of the particular number of containers set forth, and that number only. Carrier accepts no responsibility with respect to the order and condition of the contents of the containers;
2. Merchant warrants that the stowage and seals of the containers are safe and proper and suitable for handling and carriage and indemnifies Carrier for any injury, loss or damage caused by breach of this warranty;
3. Delivery shall be deemed as full and complete performance when the containers are delivered by Carrier with the seals intact; and Carrier has the right but not the obligation to open and inspect the containers at any time without notice to Merchant, and expenses resulting from such inspections shall be borne by Merchant; and

(7) merchant allow carrier to relocate their household goods and personal effects internationally and hereby acknowledge and confirm that the personal goods do not include any of the prohibited items as follow;

(7.1) Guns, weapons, explosives or ammunition of any kind, Agricultural goods (plants, plant products, hay, straw, peat moss, etc.) ,Flammable liquids, Propane tanks, fuel and or hazard materials, Drugs and narcotics, Pornographic material, Alcohol and foods.

It merchant self-pack my personal items and or self-load the goods, carrier is released from any obligations and take full responsibility of prosecution that may incur by US Customs and or Department of Homeland Security. All services provided are subject to the Terms and Conditions which are stated on the bill of adding and tariff which are publicly available at Federal Maritime Commission by section 19 of the Shipping Act of 1984, Part 515 of Title 46 of the Code of the Federal Regulations.

(8) Heavy lift:

(8.1) Carrier shall not be liable for any loss of or damage to the goods if the weight is greater than 7 LBS per CF, unless the merchant and carrier have a sign agreement.

(8.2) Carrier shall not be liable for any loss of or damage to the goods, persons or property, and Merchant shall be liable for any loss of or damage to persons or property resulting from such failure and Merchant shall indemnify Carrier against any loss or liability suffered or incurred by Carrier as a result of such failure.

(9) Delivery:

Carrier's responsibility shall cease when delivery has been made to Merchant, any person authorized by Merchant to receive the goods, or in any manner or to any other person in accordance with the custom and usage. If goods should remain in Carrier's custody after discharge from the ship and possession is not taken by Merchant, after notice, within the time allowed in Carrier's applicable tariff or, if no such time is provided, within a reasonable time, the goods may be considered to have been delivered to Merchant or abandoned at Carrier's option, and may be disposed of or stored at Merchant's expense.

(10) Notice of claim:

Written notice of claims for loss of or damage to goods occurring or presumed to have occurred while in the custody of Carrier must be given to Carrier at the port of discharge before or at the time of removal of the goods by one entitled to delivery. If such notice is not provided, removal shall be prima facie evidence of delivery in good condition by Carrier. If such loss or damage is not apparent, Carrier must be given written notice within 3 days of the delivery.

(11) Freight and charges:

(11.1) The Estimated Time of Arrival (ETA) is not guaranteed; it is only an estimate based on the shipping line information and our past experience of shipping time frames to the region. This Rate Proposal may be withdrawn at any time before acceptance. All shipments are subject to the rules in carrier bill of lading, its Tariff rules and its standard trading conditions. This estimate is also based on the

date of clearance from the port and the customs process. Carrier shall not be held liable for delay caused by highway obstruction, custom inspection in origin/ destination or lack of capacity of any bridge or ferry, any delay caused by breakdown or mechanical defects of vehicles and/or equipment, nor shall the carrier to be bound to transport by any particular schedule, means, vehicle or other than with reasonable dispatch. Further, the ETA may be influenced by government agencies origin/worldwide, their procedures and regulations (Customs and related charges, etc), strikes, unexpected natural disaster, or war conditions.

(11.3) Custom & Government Fees at Destination: duties or taxes may apply and are based on the merchant's rights at the destination country. Any information the carrier may have provided is a summary of customs regulations applicable to household goods shipments to this destination and is provided for general guidance. Since such regulations are subject to change without notice, the carrier cannot be held liable for any costs, damage, delays, or other detrimental events resulting from non-compliance.

(11.4) In preparing and submitting customs entries, export declarations, applications, documentation, and/or export data to the United States and/or a third party, carrier relies upon the accuracy of all documentation, whether in written or electronic format that is furnished by the merchant. The merchant shall indemnify and hold carrier harmless from any and all claims asserted or losses suffered due to the merchant's failure to disclose information or due to a false statement made by the Customer upon which International Movers Network, Inc reasonably relied upon

(12) Less than container load.

(12.1) The Final Price is based on the actual volume of your load as they have been measured in the origin warehouse after being placed on pallets /lift vans.

(12.2) Calculating of your final chargeable (gross) volume in the international ocean freight industry based on: The longest, widest and highest points of your skid/ Pallet, Volume is subject to increase once on pallets, please find below.



Client Signature:_____

Client name:_____

Date:_____