国官参物第18号

変 更 登 録 通 知 書

北海運輸株式会社 代表取締役 福沢 優 殿

令和4年3月11日付けで申請のあった外航運送に係る第一種貨物利用運送事業に係る変更登録申請は、貨物利用運送事業法第7条第1項の規定に基づき申請のとおり登録したので、同条第2項において準用する第5条第2項の規定に基づき通知する。

記

利用運送機関 外 航 海 運業務の範囲 一般事業

令和4年4月28日

国土交通大臣 斉藤 鉄井川戸川戸

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					MULT	IMODAL TRAN	SPORT BILL O	F LADIN
Consignee								
					Received by indicated h	y the Carrier from the Shippe erein, the Goods, or the Con	sportation r in apparent good order and tainer(s), or package(s) said to	condition unles o contain the co
Notify Party					mentioned, to be carried subject to all the terms and conditions appearing on the fac of this Bill of Lading by the vessel named herein or any substitute at the Carrier's opt other means of transport, from the Place of Receipt or the Port of Loading to the Discharge or the Place of Delivery shown herein and there to be delivered unto order This Bill of Lading duly endorsed must be surrendered in exchange for the Goods or deli In accepting this Bill of Lading, the Merchant agrees to be bound by all the stipulations, terms and conditions on the face and back hereof and of the Carrier's applicable taril written, typed, stamped or printed, as fully as if signed by the Merchant, any local privilege to the contrary notwithstanding, agrees that all agreements or freight engagem in connection with the Carriage of the Goods are superseded by this Bill of Lading.			
Pre-carriage by Place of Receipt					Party to co	ontact for cargo release		
Vessel	Voy. No.	Port of Loading						
Port of Discharge		Place of Delivery	VI CONTROL OF THE PROPERTY OF		Final Desi	lination (Merchant's refe	rence only)	
Container No. Seal No. Marks and Numbe		No. of Containers or Pkgs	Kind of Pac	ckages; Descr	iption of Goods		Gross Weight	Measur
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Total number of Co or other Packages of (in words) Merchant's Decla		8 & 23):	I TI	iote: he Merchant ¹ ne liability of	s attention is cal the Carrier is, in	lled to the fact that acco	ording to Clauses 18 & 2 respect of loss of or dam	3 of this Bill o
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or other Packages of (in words) Merchant's Decla Freight and Charg	Prepaid at Total Prepaid in Local	Revenue Tons	Payable at	he Merchant' ne liability of ate	the Carrier is, in	Place and Date of Is Thavitness whereof, to of Lading stated here accomplished, the other than the complished, the other than the complished of the complex	collect Collect be undersigned has signed in, all of this tenor and da	ed the number

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

1. DEFINITIONS

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

(2) "Subd-Outstoot" meludos owners, charteres and operators of vessels, steerdore, terminal operators, warehousemen, road rail, sea, state and art tramport operators and dispendent contractions and their respective servants, against and sub-contractions, whose services the Carrier procures for the performance of the whole or any part of the Consense.

whose services the Carter products to the performance of the whole or any part of the Cartage (6). Cartage mount the value or cam part of the operations and services undertaken to (6). Cartage or includes are commercial unduling are open top, that cack or platform container), pallet or any other similar article of transport used to consolidate goods. (6). Constainer includes are occasioned on the face benefor and, if the Coords are packed into a Container supplied or furnished by or on behalf of the Merchant, includes the Container as well only the Coords and the holder of this fill of Lading and answer acting on behalf of any such Goods and the holder of this fill of Lading and answer acting on behalf of any such

mer as weu ferchant' includes the Shipper, Consignor, Consignor, owner and receiver of the rand the holder of this Bill of Lading and anyone acting on behalf of any such

Commerce as well.

(6) "Merchant" includes the Shipper, Corruguor, Consignee, owner, and receiver of the

(6) "Merchant" includes the Shipper, Corruguor, Consignee, owner, and receiver of the

(6) "Merchant" includes the bidder of this Bid of Lading, and amoune arting on behalf of any such

person.

(2) CLAINE PERMOUNT

(1) As far as thus Bid of Lading overs the Carrage of the Goods by sea or inland

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left Hague Rules of Law relating to Bids of Lading done, at Brussels on 25 August 1924 (hereinafter called

the Hague Rules), or to the Fortocol oal mend the Hague Rules and

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(2) The Act or the Hague-Rules Legislation shall apph and gowern before the Goods are

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(3) If any provision herein is held to be inconsistent with or repagnant to any extent of

the Act, the Hague-Rules Legislation or any other laws, statutes or regulations

and admitted and the Port of Louding or Port of Dischage.

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(3) If any provision herein is held to be inconsistent with or repagnant to any extent of

the Act, the Hague-Rules Legislation of the Act, the Hague-Rules Legislation of the Act,

(4) If the Bid of Lading is issuent wit

has been made and admissible when this little of Lading last been regorders.

acting in good faith.

1. GOVERNING WIND [TRISHICTION 1.

1. GOVERNMENT WIND [TRISHICTION

and is accognised and the facilities and the facilities applicable. Fariff are deemed to be incorporated herein provisions of the applicable Tariff are obtainable from the Carrier ase of inconsistency between this Bill of Lading and the applicable.

Garrier thereunder shall be brought before the Tokso Detrict Court in Japan.

CARMIRS NARIFF is spinished Emiliar and extended to be incorporated herein Copies of the relevant provisions of the applicable Tariff are obtainable from the Carner upon request. In the case of monoisterior between this full of Lading and the applicable Tariff are obtainable from the Carner upon request. In the case of monoisterior between this full of Lading and the applicable Tariff, this full of Lading shall prevail.

I. IMITATION NETWL'TES
Northing in this full of Lading shall operate to limit or deprive the Carrier of any statutors protection or exemption or limitation of liability authorized be any applicable loss.

7. CARRIAGE CONERFO IN WILLIAMODAL TRANSPORT BILL OF LADING

(1) The Carrier by the issuance of this Multimorial Transport Bill of Lading undertakes to perform and/or in his own name to procure the performance of the Carriage from the place at which the Goods are taken in chapte to the place devalent the Cooks are taken in chapte to the place devalent the Goods from one of the Carriage to the place of the Cooks and the Cooks are taken in Chapte to the place devalent the Cooks are taken in Chapte to the place devalent the Cooks are taken in Chapte to the place devalent the Cooks are taken in Chapte to the place devalent of the Cooks are taken in Chapte to the place devalent of the Cooks are taken in Chapte to the Carrier of the Provisions et our and referred to herein shall also apply then the Carriage to performed to one mode of transport only.

(2) Notestimanding the London Contentance to another including transdapping or carrying the same on another vessel than that named on the face hereof.

(3) Inpack and remove the Cooks which have been packed into a Container and forward them in a Container of otherwise.

(4) India and into a Container of otherwise.

(5) India and remove the Cooks which have been packed into a Container and forward them in a Container and the Cooks and the provision of the Cooks and the provisi

therefore, and the deemed to be suthin the contractual Carriage and shall not no a decision.

9. INSPECTION OF GOODS

(1) The Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to impect the contents. If it thereupon appears that the contents or any pair thereof cannot safets to properly be carried or carried further, centretts or any pair thereof cannot safets to properly be carried or carried further, relation to such package or Container or its contents or any part thereof, the Carrier may abandon the Carriage thereof and or toke any measures and/or incur any additional expense to carry or to container the Carriage to to store the same above or additional expense to carry or to containe the Carriage to the object, which wiresge shall be deemed to constitute the dickery under this Bill of Lading. The Merchant shall indemnst the Carrier against any container than the Carrier day of the contents to be topered for the authorities at any place, a Container has to be opened for the contents to be inspected, the Carrier shall not be hable for any loss, change or any other consequences as a result of any opening, unpacking, imprection or repeating. The Carrier shall be entitled to recover the cost of such opening, unpacking, imprection and 10 CONTINUS CLIS.

(1) If at any time the performance of the Carriage hereunder is or is likely to be affected.

consequences as a result of an opening, unpacking, impaction or repaching. The Carmer shall be entitled to recover the cost of such opening, unpacking, impecton and repacking from the Merchant.

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10 The Ann time the percent disturbance of shalowers kind which cannot be additionable understanding the Merchant, treat the Carriage as terminated and shalowers with the control of the control of the carriage as terminated and shalowers with a strength of the carriage as terminated and place them at the Merchant, treat the Carriage as terminated and part there are no substance, band, store or take any other necessary means whether or not the Carriage as commenced, without noutlying the Merchant, treat the Carriage as terminated and part there are them at the Merchant's disposal at any place or port which the Carrier in defending the carrier and effect side and part there are a substanced and part there are a substanced and any means whatsoever taken shall constitute complete and final delivery and full performance of the Carriage hereunder, and the Carrier than the sharped from any further responsibility of the Goods.

(2) The sustaints referred to in the preceding paragraph shall include, but not limited to, those caused by the existence or approximation of six, declared in underkined to, those caused by the existence or approximation of six, declared in underkined to, those caused by the existence or approximation of six, declared in underkined to, those caused by the existence or approximation of six of the six of the carriage of the Goods.

(2) The sustaints of six of the carrier of the carrier of any substance of the carriage of the Goods of the carrier of the Carriage of the Goods of the carrier of any substance of the carrier of any substance of the carrier of the Carrier of any substance of the Carrier of any substance of the carrier of the Carrier of any substance of the Carrier of th

of loading, discharge or call on am place during the Carriage, the Carrier shall be entitled to have such Goods tendered nunceious, throat overbaard or discharged or otherwoor disposed of a the Carrier discretion without compensation to the Merchant and the Merchant shall be labele for and indemnit the Carrier against an kind of loss, and the Merchant shall be labele for and indemnit the Carrier against an kind of loss, and the Merchant shall be labele for and indemnit the Carrier against an kind of loss, assing out of or resulting from such Goods. Further, the Carrier shall be under un labelist to make general average contribusion in respect of such Goods. (3) If the Goods of dangerous, inflammable, cadinactive, or danaging actuate, which were tendered in compliance with Paragraph (1) above, shall become a danger to the vessel, cargo or any other properts or person, such Goods may in Benance be vessel, cargo or any other properts or person, such Goods may in Benance be vessel, cargo or any other properts or person, such Goods may in Benance to the Merchant of the Carriage of the Control of the Merchant shall indemnity the Carrier against all claims, losses, changes, or expenses, or personal injust or death, artising in consequence of the Carriage of such Goods. It is the Control of the Carrier and in the marked 13. HEAVILIT (1) The weight of a single poece or package exceeding one means ton grow must be declared by the Merchant in string before receipt is the Carrier and minister to less than five centimeters high.

(2) In case of the Merchant is failure in its obligation under the preventing paragraph, the Carrier shall not be responsible for own toos of or damage to any property or for personal injury or death shall be responsible for loss of or damage to any those of own to so are and shall indemnity the Carrier shall not be reaponable or any toos of calling to any the order of the Carrier shall not be responsible for own toos of ordanges to a forth failure. It is a shall be responsible for loss of damage t

and valorem freight is preparal thereon

19. DELIVERY OF GOODS

(1) Am mension herein of paries to be notified of the arrival of the Goods is solely for

(1) Am mension herein of paries to be notified of the arrival of the Goods is solely for

the information of the Carrier, and fadure to give such notification shall not involve the

Carrier in any lightly one relieve the Serie hasn of any sobligation hereunder

and place when and where the Carrier is notified to call upon the Merchant to take

delivery thereof, the Carrier shall be entitled, without notice, to unpack the Goods a

packed in Containers and or to some the Goods Andre, afford, in the open or under

cover, at the sofe risk of the Merchant. Such storage shall constitute due delivery

for the containers and or to about or decrease the reset of the Goods or that

part thereof stored as aforesaid shall should sease and the rosts and expenses of such

part the reset shall not be hable to the Carrier

20. DELIVERY IN MARKS.

(1) The Carrier shall not be hable to failure of or delay in delivery in accordance with

marks unless such marks shall have been clearly and durably sampled or marked upon

the Goods, parkages or containers be the Merchant before the Goods are received by the

Carrier in letters and numbers on less than five centimeters light together with the

Carrier in letters and numbers on less than five centimeters light together with the

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101 The Carrier shall more be ablet to failure of ou delay in delivery in accordance with marks unless such marks shall have been clearly and durably stamped or marked upon the Goods, parties shall more be ablet for including the Goods, packed on a manufacture of the Goods, packed on the Goods are received by the Goods, packed on the Goods are received by the Goods, packed on the Goods are received by the Goods are received and the contents have been packed that, as the absolute damage or discognations of Goods which are reload upon unpacking the Goodsmarers, the Goods which are received by the Goods are received and the contents thereof feloavered in accordance with the brands, mass, numbers, sixes of up-received by the Goods are received by the Goods are received by the good are received by the brands are received by the Goods are recei

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

On the other consistency of Account memorial plantaging (2) above a the Special Brazong Ref. in SIRK as defined by the International Monetax Fund. The amounts memorated in Partiaging (2) above shall be converted non-nanot currents on the basis of the value of that currents on a data to be determined by the law of the court second of the case (3) When the Goods have been parked into a Container by or on behalf of the Merchant, and when the number of passages or may packed most the Container is not commerciated on the Line Record Carlo Container in which is the considered as one package for the purpose of application of the Cartier's building to considered as one package for the purpose of application of the Cartier's building of Baladia.

limitation of liability.

(b) The Carrier does not undertake that the Goods shall arrise at the Port of Discharge of Pace of Dokery at any particular time or in time to meet any particular market or use and the Carrier shall not be responsible for any direct, undirect or consequential loss or

damage caused by delay or any other cause whatsoever and hossoever caused. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the reight applicable to the relevant stage of the Carriage 23 DEFENSE.

to the freight applicable to the recession sings as a small apply in any action against the defenses and limits of hability provided berein shall apply in any action against the Corner for loss of or damage to the Goods or delay in delivery whether the action be

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Garrier for low of or damage to the Goods or delaw in delivers whether the action be founded in countex, in not or otherwise.

25. IJABILITY OF SUB-CONTRACTORS, SERVANTS, AGENTS AND OTHER PRENONS

(1) If an office the office of the allowing the the Goods is brought against an servous or the state of the allowing the tool brought against an servous or their servants or against show severes the Carner procures for the performance of the Garrier of the Garrier of the terms and conditions herein, such servants, agents or other servants or agents show services the Carner procures for the performance of the Garrier in the centured to award themselves of the defenses and limits of liability which the Carrier in the extinct of those provisions, does not only not be leaded by the defendence and limits of liability which the Carrier in the extent of those provisions, does not only not be leaded by a dependence of the amounts of the control of the provisions of the amounts of the control of the provisions of the control of the provision of the control of the c

27 MERGIANTS RESPONSIBILITY
(1) The Merchant warrants that in agreeing to the terms and conditions hereof, he is, or has the authority of, the person oroning or entitled to the possession of the Goods and (2). All of the persons coming within the definition of Merchant in Gause 1 shall be points and severally lable to the Carrier for the due fulfillment of all obligations undertaken by the Merchant in this Bill of Lading.
(3) The Merchant shall comply with all regulations or requirements of customs, port and other authorities, and shall bear and past all duries, taxes, fines, imposts, expenses on other authorities, and with law and past all duries, taxes, fines, imposts, expenses or reason of failing to comply, or be reason of a failing, introducer or insulficient matching, numbering or addressing of the Goods, and shall indemnify the Carrier in respect thereof.

losses timelading freight for any additional Carriage undertaken) incurred or suffered by reason of faultier to complike of by reason of any legal, incurred or insulficient marking, numbering or addressing of the Goods, and shall indemnify the Carrier in respect interest.

1) If a Container has not been packed by the Carrier, this Bill of Lading shall be a certain to the Container and the Carrier shall not be lobble for any loss of or damage to the contents and the Carrier shall not be lobble for any loss of or damage to the contents and the Carrier shall not be lobble for any loss of or change to the contents and the Carrier shall not be lobble for any loss of or change to the contents and the Carrier shall not be lobble for any loss of or captures has been caused by:

(a) the manuscriate in which the Container has been filled, packed, stuffed or loaded.

(b) the insustability of the contents for carriage by Containers, or che would have been apparent upon reasonable inspection by the Merchant at or prior to the time the Container was filled, packed, stuffed or loaded.

(2) The Merchant shall inspect and Container bash for producing the contents mon the Container and the use of the Container shall be prima face evidence of the Container bash growth of the carrier shall not be lable for an an loss of or damage is othe contents of the Container and the Carrier shall be an loss of or damage is othe contents of the Container against any loss of or damage is othe contents of the Container against any loss of or damage is othe contents of the Container against any loss of or damage is othe contents of the Container against any loss of or damage is othe contents of the Container against any loss of or damage is othe contents of the Container against any loss of or damage is on the contents of the Container against any loss of or damage is othe contents of the Container against any loss of or damage is on the contents of the Container against any loss of or damage or one contents of the Container against any loss of o

interior brushed and cleanert, to the point on place designated by the Carrier souths the Garrier, the Merchant shall be liable for any detention change, loss or expenses which may are from soch nonrecomm.

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(2) If the Goods are unclaimed during a reasonable time, or whenever in the Catter's opmism, the Goods will become deteriorated, decarded or sorthless, the Carrier may, at his discretion and subject to his lien and without any responsibility attaching to him, self, and the discretion and subject to his lien and without any responsibility attaching to him, self. He discretion and subject to his lien and without any responsibility attaching to him, self. He discretion are considered in the port or place where of the Merchan.

19 Girical and energy dealth be adjusted, stated and without in he port or place where the carring vessel and/or her owner stall decide according to the VorkAmsterp Rules of place of place of the adjustment as tima be stated in the ocean bill of lading round for the Goods, which each deposit as the Carrier or the owner of the wissel and stage of the port or place of the adjustment as tima be stated in the ocean bill of lading round for the Goods. With cash deposit as the Carrier or the owner of the wissel, and required to cover the estimated contribution of the Goods and any salvage and special changes thereon shall be made to the Merchant to the Carrier or the owner of the wissel, all required (2). If the Carrier delices the Goods, without obtaining security for general average contributions to the Merchant to taking delicers of the Goods, undertakes responsibility to pay such contributions and to provide such cash deposit of other security for the carrier of t