

SHIPPER						<div>COPY NON NEGOTIABLE BILL OF LADING</div>						VOYAGE NUMBER 0BX8Nxxxxxxx	
												BILL OF LADING NUMBER CNxxxxxxxxxx	
CONSIGNEE						EXPORT REFERENCES							
						<div>BRAND</div>							
NOTIFY PARTY, Carrier not to be responsible for failure to notify SAME AS CONSIGNEE						<div>CARRIER:</div> <div>Tel Fax</div>							
PRE CARRIAGE BY*			PLACE OF RECEIPT*			FREIGHT TO BE PAID AT			NUMBER OF ORIGINAL BILLS OF LADING				
			PORT OF LOADING			PORT OF DISCHARGE			FINAL PLACE OF DELIVERY*				

MARKS AND NOS CONTAINER AND SEALS		NO AND KIND OF PACKAGES		DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				GROSS WEIGHT CARGO		TARE		MEASUREMENT	
								KGS		KGS		CBM	
UETUxxxxx SEAL P76xxxxx N/M		1 x 20ST		xxxxxx				xxx . 800		xxx		xx . 060	
				X 20ST 1									
		Shipped SHIPPING											
Weight in Kgs Total: 1 CONTAINER(S)						Sheet 1 of 3						XX	
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.													
ADDITIONAL CLAUSES													
4. Cargo at port is at merchant risk, expenses and responsibility 5. FCL 17. All storage charges on full plus customs clearance until return of empties for Receivers' account. 73. Free out 77. THC at destination payable by Merchant as per line/port tariff 194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004. 202. Demurrage and detention shall be calculated and paid as per general tariff available on the web site www.cma-cgm.com, or in any of CMA CGM agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day. 216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge.						225. The shipper acknowledges that the Carrier may carry the goods identified in this bill of lading on the deck of any vessel and in taking remittance of this bill of lading the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms his express acceptance of all the terms and conditions of this bill of lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the goods on the deck of any vessel. 274. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above. 343. In the event that this Bill of Lading is a Paperless Bill of Lading, it shall be governed by the Terms and Conditions available on the CMA CGM website (http://www.cma-cgm.com/products-							
RECEIVED by the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) from the place of receipt or the port of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though the contract contained herein or evidenced hereby had been made between them. All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has his registered office. In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)													
PLACE AND DATE OF ISSUE		SHANGHAI		xx FEB 2021		SIGNED FOR		BY					
SIGNED FOR THE SHIPPER													
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING													