

SHIPPER  
 ATC MIDDLE EAST FZCO LIMITED  
 ADD:UNIT 18,8/F,  
 PETER LEUNG INDUSTRIAL  
 BUILDING 103 WAI YIP STREET  
 KWUN TONG KL  
 ATTN:ECHO CHAN\*

CONSIGNEE  
 AHMED ABID AL-SHEIKH TRADING CO.  
 KILO-08,OLD MAKKAH ROAD JEDDAH-  
 SAUDI ARABIA  
 CONTACT:TURKY AHMAD ABED ALSHEIKH  
 TEL:00966 1262 04787  
 MOB.00966505600512\*\*

NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 SAME AS CONSIGNEE

VOYAGE NUMBER  
 ORDM2W1MA

BILL OF LADING NUMBER  
 GGZ2687999

# BILL OF LADING

EXPORT REFERENCES



**CARRIER:** CMA CGM Société Anonyme au Capital de 234 988 330 Euros  
 Head Office: 4, quai d'Arenç - 13002 Marseille - France  
 Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95  
 562 024 422 R.C.S. Marseille

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		GUANGZHOU	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
CMA CGM GUILD	NANSHA,CHINA	JEDDAH,SAUDI ARABIA	*****

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
APHU7361911 SEAL M4611817 RAFEED	1 x 40HC	899 CARTONS  LITHIUM-ION BATTERY 850760009999 TRI-PROOF HOUSING 940511000000  FREIGHT PREPAID  *TEL:008615018796671 **MOB.00966126205171 FAX: 00966126200258 EMAIL: AAALSHEIKHEST@GMAIL.COM IMPORTER NO.3140436 VAT NO.311271998100003 ZIP CODE 22349 DISTRICT CODE 00966 CR.NO.4030028786/7013479022  1 X 40HC 899 CARTONS SAY EIGHT HUNDRED NINETY-NINE CARTONS	10650.000	3750	64.220

SURRENDER

DISCHARGE PORT AGENT:  
Continued on Next Sheet      Sheet 1 of 3  
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES	
4. Cargo at port is at merchant risk, expenses and responsibility 5. FCL 49. Shippers accept to be held responsible for all duties, taxes, fines, port charges and/or freight for on carriage or return cargo resulting from non compliance with the SPA rules and regulation regarding shipment of cargo in containers 50. The container(s) number of which is mentioned in this bill of lading is/are the property of Carrier. Receivers undertake to return same container(s) after unloading to Carrier or Carrier agents in the same condition as received 51. Receivers to compensate Carrier for the value of container if lost respectively, for the cost of repairs if container damaged whilst in the custody of receivers, and to pay any duties/fines claimed by customs on account of TC being lost 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. 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

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	GUANGZHOU	07 SEP 2025	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM LIUZHOU as agents for the carrier CMA CGM S. A.
SIGNED FOR THE SHIPPER *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			



# BILL OF LADING

VOYAGE NUMBER
ORDM2W1MA
BILL OF LADING NUMBER
GGZ2687999

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		GUANGZHOU	THREE (3)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
CMA CGM GUILD	NANSHA, CHINA	JEDDAH, SAUDI ARABIA	*****		
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

**CMA CGM SAUDI ARABIA LTD**  
**ZAHARAN BUSINESS CENTER**  
**BUILDING 7051 TOWER A 10TH FLOOR**  
**PRINCE SULTAN ROAD AS SALAMAH**  
**JEDDAH**  
**SAUDI ARABIA**  
**TEL: 00966-126693320 FAX: 00966-126694344**

Shipped on Board CMA CGM GUILD 07-SEP-2025 CMA CGM CHINA  
 SHIPPING CO. LTD As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S)      Continued From Previous Sheet      Sheet 2 of 3      10650.000      3750      64.220  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

- 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.
- 326. Demurrage and detention shall be calculated and paid as per revised tariff implemented as from 1st October 2016 available on the web site [www.cma-cgm.com](http://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.
- 341. In addition to the rights granted in this bill of lading – and particularly its clause 13 - the receiver of the goods hereby authorize the Carrier and/or its agent to hold the shipment in the event of indebtedness on the same shipment, or prior shipments, to the same parties to the contract, with the delivery of the shipment immediately after the previous indebtedness.
- 364. Carrier or its agents are entitled under the terms of this bill of lading, to collect (1) Container Pass & Gate Handling Fee (USD32 per Container) (2) M&R, Container Management fee, LOLO Fee (USD 63 per Container ) to cover cost of repairs limit to USD250 per Container (3) SADAD Fee (SAR 15.00 per Invoice) and (4) Doc. Admiralty Fees (SAR 35.00 per BL) (5) other regulatory charges or any other charges or fees which are deemed necessary by the Carrier or its agent <https://www.cma-cgm.com/local/saudi-arabia/tariffs-local-charges>
- 366. Merchant is reminded that in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier, or the weight declared to the Carrier for non-containerized cargo, and the weight declared by the Merchant in any shipping instruction or otherwise weighted during the Carriage, the Carrier shall be entitled to charge the fees referred to in clause 25(5) of the Bill of Lading.
- 372. Merchant consents to the Carrier sharing information and data contained in the Bill of Lading and/or related to the performance of the Carriage of the Goods with third parties, including but not limited to digital supply chain platforms.
- 374. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods and the Container(s) listed in this Bill of Lading shall be destined and on-carried to Russian Federation territory or Republic of Belarus after unloading at port of discharge.
- 375. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods listed in this Bill of Lading shall be stuffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading.

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SIGNED FOR THE SHIPPER			
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			



# BILL OF LADING

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Continued From Previous Sheet Sheet 3 of 3  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

379. Merchant is reminded that pursuant to the Terms and Conditions of this Bill of Lading Carrier may, in its discretion and at any time, proceed by any route. If the voyage is, or is likely to be affected by any risk, the Carrier may, without prior notice to the Merchant and at in its sole discretion, carry the Goods by an alternative route to that initially foreseen. The Carrier shall be entitled to charge additional Freight, as the Carrier may determine.

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