

SHIPPER				<div>DRAFT</div> <div>BILL OF LADING</div>				VOYAGE NUMBER	
EXTENDED SERVICES LIMITED CLIPPER HOUSE TILBURY FREEPORT RM18 7SG								0EH70E1MA	
								BILL OF LADING NUMBER	
								LPL0978860A	
CONSIGNEE				EXPORT REFERENCES					
FA SMART TANZANIA LIMITED PLOT 59, BLOCK X, KULANGWA STREET, GOBA. PO. BOX 11640 DAR ES SALAAM, TANZANIA **				BHSE15979					
				<div>CMA CGM</div>					
NOTIFY PARTY, Carrier not to be responsible for failure to notify				<div>CARRIER:</div> 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					
FA SMART TANZANIA LIMITED PLOT 59, BLOCK X, KULANGWA STREET, GOBA. PO. BOX 11640 DAR ES SALAAM, TANZANIA **									
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING			
				LIVERPOOL		THREE (3)			
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*			
ERVING		LONDON GATEWAY PORT, ESS		DAR ES SALAAM					
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	
TCNU5211017		1 x 40HC	1 VEHICLE			3000.000	3900	50.000	
SEAL 823815									
			1X USED MERCEDES VAN REG ET57 DYU CHASSIS WDB9066352S271366 COLOUR YELLOW						
			Part Load Container(s) covered by BLs:LPL0978860A, LPL0978860B						
			FREIGHT PREPAID						
			** PHONE: +255 712 586 449/+255 7 56 503 622/ +255 742 333 111 EMAIL: INFO@BIBIPRODUCTS.CO.TZ, Shipped on Board ERVING 13-SEP-2020 CMA CGM (UK) Shipping Limited As agents for the Carrier						
Weight in Kgs Total: 1 CONTAINER(S)				Sheet 1 of 2		3000.000		3900	50.000
				ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.					
ADDITIONAL CLAUSES									
4. Cargo at port is at merchant risk, expenses and responsibility 5. FCL 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-services/shipping-guide/bl-clauses) which the Merchant has read and accepted. The delivery of the cargo carried under a Paperless Bill of Lading shall be made to the Consignee after the Paperless Bill of Lading					
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		LIVERPOOL		13 SEP 2020		SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM (UK) Shipping Limited 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									



# DRAFT BILL OF LADING

VOYAGE NUMBER
0EH70E1MA
BILL OF LADING NUMBER
LPL0978860A

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING		
				LIVERPOOL		THREE (3)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
ERVING		LONDON GATEWAY PORT, ESS		DAR ES SALAAM				
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				GROSS WEIGHT CARGO	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES							

Sheet 2 of 2

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

## ADDITIONAL CLAUSES

has been surrendered to the Carrier on the eBusiness platform and after payment of any outstanding Freight and charges.

358. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the carrier shall have no liability whatsoever for any loss or damage resulting thereof

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