

## BILL OF LADING FOR COMBINED TRANSPORT AND PORT TO PORT SHIPMENT

CMA CGM

Sheet 1 of 3

SHIPPER/EXPORTER (2) NAVIGATION NETWORK 5620 TCHOUPITOU LAS ST NEW ORLEANS UNITED STATES		DOCUMENT NO (5) <b>NAM7896160</b> <b>NAM7896160</b>		
		EXPORT REFERENCES (6)		
CONSIGNEE (3) (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) YOU TURN MINISTRIES AREA 47 SECTOR 3 PLOT 21 LILONGWE MALAWI RICARDO LOURENCO +265 999 575 717 RICARDO@YOUTURNMIN.ORG		FORWARDING AGENT - REFERENCES (7)  <b>CHB:</b> <b>FMC:</b>		
NOTIFY (4) YOU TURN MINISTRIES AREA 47 SECTOR 3 PLOT 21 LILONGWE MALAWI RICARDO LOURENCO +265 999 575 717 RICARDO@YOUTURNMIN.ORG		POINT AND COUNTRY OF ORIGIN (8)		
		DOMESTIC ROUTING/EXPORT INSTRUCTIONS (9) NOEEI30.37 (h)		
PIER/TERMINAL (10) NS - LANDERS	COMBINED TRANSPORT* PRECARRIAGE FROM (10A) CHICAGO, IL			
VESSEL (11) <b>CMA CGM VERDI</b> <b>OINKCE1MA</b>	PORT OF LOADING (12) NORFOLK, VA			
PORT OF DISCHARGE FROM VESSEL (13) DAR ES SALAAM	FOR TRANSHIPMENT TO (14)	COMBINED TRANSPORT - ONWARD CARRIAGE (15)* -		
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE		
MARKS AND NUMBERS (16)	NO. of PKGS. (17)	DESCRIPTION OF GOODS (18) SHIPPER'S STOW LOAD AND COUNT	GROSS WEIGHT (19)	MEASUREMENT (20)
FFAU4494814 SN# A1781002	35	1x40HC CONTAINER:  PALLETS 35 PALLET(S) OF (1260 BOXES) OF DONATED RELIEF CARGO: DEHYDRATED RICE MANNA PACKS (370G BAGS) FOR HUMANITARIAN ASSISTANCE. THIS SHIPMENT IS A DONATION FOR RELIEF OR CHARITY ONLY. NOT TO BE RESOLD. NOT FOR EXCHANGE FOR PROFIT OR GAIN. NO COMMERCIAL VALUE.  GOODS IN TRANSIT TO MALAWI  NOEEI 30.37 (H) - HUMANITARIAN DONATION NLR - NO LICENSE REQUIRED. CARGO IN TRANSIT TO AT CONSIGNEE'S RISK, CARE, AND EXPENSES. CMA CGM LIABILITY CEASES AT POD	18906.637KGS 41682.000LBS	56.634CBM 2000.000FTQ
	35	TOTAL	18906.637KGS 41682.000LBS	56.634CBM 2000.000FTQ
		FREIGHT PREPAID		
4. Cargo at port is at merchant risk, expenses and responsibility				

SHIPPER'S DECLARED VALUE  
SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 10 OF THIS B/L

If above commodities, technology, and/or software were exported from the U.S., the Merchant must comply with all applicable U.S. laws and regulations. Diversions contrary to U.S. law are prohibited.

\*If the Pre-Carriage or Onward Carriage boxes are filled out, shipment will be treated as Through Combined Transport. Carrier undertakes entire transport from the place where the goods are taken in charge to the place designated for their delivery and assumes full liability for such transport as per clause 15.

RECEIVED in external good order and condition, except as otherwise indicated herein, the number of packages listed in the Carriers Receipt, said to contain the goods described in the Particulars Furnished by Shipper (contents, weight and measurement unknown to Carrier) to be transported to the port of discharge, or to such other place authorized or permitted herein, or so near thereto as the vessel can get, lie and leave, always in safety and without delay, and there to be delivered to consignee, or authorized receiver, or on carrier on payment of all charges due thereon.

All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Waybill 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 ZERO

Bills of Lading all of like tenor, have been executed, ONE of which being accomplished, the other shall stand void.

DAY MONTH YEAR

BL/No.  
CMDU

**NAM7896160**

Signed for the Carrier CMA CGM SA by  
CMA CGM (AMERICA) LLC as agent for the Carrier

By \_\_\_\_\_

(Continued on reverse side)

NS - LANDERS

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](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.

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.

337. This Waybill is 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 carrier is entitled to deliver the cargo to the Consignee, after payment of any outstanding Freight, on provision of proper proof of identity without the need to produce or surrender a copy of this Sea Waybill.

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

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Signed for the Carrier CMA CGM SA by  
CMA CGM (AMERICA) LLC as agent for the Carrier

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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. 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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