

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 US		DOCUMENT NO (5) NAM8541631	NAM8541631
CONSIGNEE (3) (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) SMILE FOR AFRICA 9526 EMGANWIN, BULAWAYO, ZIMBABWE VICTOR BANDA 00263784331111 VL.SMILEFORAFRICA@GMAIL.COM		FORWARDING AGENT - REFERENCES (7) MISSIONARY EXPEDITERS, INC. 5620 TCHOUPITOU LAS STREET NEW ORLEANS, LA 70115 USA	CHB: FMC: 000268
NOTIFY (4) SMILE FOR AFRICA 9526 EMGANWIN, BULAWAYO, ZIMBABWE VICTOR BANDA 00263784331111 VL.SMILEFORAFRICA@GMAIL.COM		POINT AND COUNTRY OF ORIGIN (8)	
PIER/TERMINAL (10) PORT LIBERTY NEW YORK		COMBINED TRANSPORT* PRECARRIAGE FROM (10A) -	
VESSEL (11) APL OREGON OINMKE1MA		PORT OF LOADING (12) NEW YORK, NY	
PORT OF DISCHARGE FROM VESSEL (13) BEIRA		FOR TRANSHIPMENT TO (14)	COMBINED TRANSPORT - ONWARD CARRIAGE (15)* -
		DOMESTIC ROUTING/EXPORT INSTRUCTIONS (9) NOEEI 30.37(h)	

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)
CMAU9710820 SN# A2099362	35	1x40HC CONTAINER: PALLETS 35 PALLET(S) OF (1260 BOXES) OF DONATED CARGO: DEHYDRATED RICE MANNA PACKS (14-1KG 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. NOEEI 30.37 (H) - HUMANITARIAN DONATION NLR - NO LICENSE REQUIRED. ** CARGO IN TRANSIT TO BULAWAYO, ZIMBABWE *** CARGO IN TRANSIT TO BULAWAYO, ZIMBABWE AT CONSIGNEE'S RISK, CARE, AND EXPENSES. CMA CGM LIABILITY CEASES AT POD TOTAL	19847.841KGS 43757.000LBS	56.634CBM 2000.000FTQ
	35	FREIGHT PREPAID 4. Goods at Port are at Merchant's risk, expenses and responsibility	19847.841KGS 43757.000LBS	56.634CBM 2000.000FTQ

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 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)

 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
NAM8541631
 Signed for the Carrier CMA CGM SA by
 CMA CGM (AMERICA) LLC as agent for the Carrier

BILL OF LADING PART SHIPMENT AND PORT TO PORT SHIPMENT



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VESSEL (11) APL OREGON OINMKE1MA		PORT OF LOADING (12) NEW YORK, NY	
PORT OF DISCHARGE FROM VESSEL (13) BEIRA		FOR TRANSHIPMENT TO (14) -	COMBINED TRANSPORT - ONWARD CARRIAGE (15)* -

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91. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are for Merchant's account according to Port rates.

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 Merchant 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 Container(s) mentioned in this Bill of Lading is/are the property of the Carrier. The Merchant is responsible for returning any empty Container, with interior clean, free of any dangerous goods placards, labels or markings, free of any residue, damage or used flexitank, at the designated place. 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 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.

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 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.

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. Carrier reserves the right to accomplish the Bill of Lading in

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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 therefrom.				

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