

Booking Confirmation

CMA CGM Tanzania Ltd

801, 8TH FLOOR EAST END
 HARBOUR VIEW TOWERS SAMORA AV
 PO BOX 13463
 DAR ES SALAAM
 Phone:
 Fax:
 Contact: Hassan Mtengo
 Customer Service:

Attn:

KENTAN LOGISTICS LTD
 Rumisha Benedict
 PO BOX 71008
 DAR ES SALAAM

Booking Number: **DAR0126004** Bkg Pty Ref: C/11.10453 Booking Date: 22-SEP-20
 Forwarder: KENTAN LOGISTICS LTD :0003987076 001
 Shipper: DRK GENERAL MERCHANTS LTD :0006336524 001
 Vessel/Voyage: LOUISE / 02S6WN1MA
 Connecting Vessel / Voyage: MSC LISBON / 0EG8XW1MA

Receipt:

Alternate Base Port:	Cut-Off Date/Time:	
Alternate Base Pool:	Cut-Off Date/Time:	
Feeder Vessel/Voyage: /	ETD:	
Port Of Loading: DAR ES SALAAM	Cut-Off Date/Time:	06-OCT-2020 09:01 PM
Loading Terminal: TANZANIA INTER CONTAINERS TERMINAL	VGM Cut-Off Date/Time:	06-OCT-2020 09:01 PM
	ETD:	10-OCT-2020 21:00
Transshipment: MUNDRA	ETA:	25-OCT-2020 04:00 AM
Port Of Discharge: LISBOA	ETA:	21-NOV-2020 13:00
Final Place Of Delivery:	FPD ETA:	

(All times are in local time)

Remarks:

Merchant Haulage	By: Road	Eqp Available Date: 22-SEP-20	Time:
Quantity:	3 x 20'ST	HS Commodity: Coffee (excl. roasted and deca	

Net Weight: 59400 KGM Gross Weight: 66000 KGM

Container Number:

Quote: GA329E

Service Contract:

HAZ: N

FUM: N

Reefer: N

OverSized Cargo: N

Flexitank: N

Pick up Place: DAR ES SALAAM

PLEASE NOTE:

1. Deadline for booking confirmation is 5 working days prior ETA of requested vessel. Any booking that would not

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comply with this rule at vessel ETA would automatically be rolled over to another voyage.

2. The Loading list/ TANCIS loading permission should be provided 72 Working hours before Actual Berthing Time.
 3. All information relative to BL Shipping instruction should be received by Shipper at last deadline 48 Working hours before Actual Berthing Time of the vessel at POL for all TZ ports, in case client are not compliant with this rule a penalty 35 USD / BL.
 4. The date of shipment , the carrying vessel and the schedule are not guaranteed and are always subject to change
 5. Manual SI Submission: A penalty fee of 20 USD per shipping instruction is charged for all shipping instructions submitted manually and not through website/e-platform.
- If your E-commerce set up is not working or you need further training to use our tools please contact our commercial team who will organise training for you.
6. Please note that a penalty fees of 30 USD is applicable for any booking cancellation after 72 working hours before Actual Berthing Time of Vessel at POL for all TZ ports.
 7. Bill of Lading Amendment fees of 59 USD/ bill will be applicable whenever amendment to export OBL is required after Printing of original documentation (OBL).
 8. 5 USD fees applicable /Seal Export.
 9. Detention and Demurrages Charges export are applicable after free time of 30 days: a. From collection from our empty Depot b. From the date a specific container is linked to an export booking in case of reused container for export.
 10. All information relative to VGM should be compulsorily updated to shipping line agent at same time with the shipping instruction (48 working hours before Actual Berthing Time of the Vessel at POL).
 11. Following Instruction of our lines, Manual Transmission by shipper will be charged a penalty fee of 25 USD per container (LARA CODE FEF06 "Manual VGM ").

CLAUSES:

- 1 The Carrier is committed to comply with all applicable International and National Economic Sanctions such as, but not limited to, United Nations, European Union and U.S. legislations ("Sanctions") and their corresponding banned entities lists such as, but not limited to, the Special Designated National and Blocked Persons List (OFAC) the European Union List of Persons and Entities Subject to Financial Sanctions.
- 2 Hence, the Carrier reserves its right to decline or cancel, at any time, any booking involving listed entities or breaching any Sanctions. If cargo is loaded, it may be discharged at any place and time the Carrier may deem convenient and Clause 10 Matters Affecting Performance of the Carrier's Bill of Lading shall apply.
- 3 Receipt of an CMA CGM booking confirmation shall not be construed as a confirmation of acceptance of Hazardous / Dangerous cargo. Such cargo will only be accepted subject to the shipper or his agent supplying correctly completed and signed Multimodal Dangerous Goods Forms and receiving written acceptance from CMA CGM notifying that such hazardous / dangerous cargo as described on the relevant Multimodal Dangerous Goods Forms has been accepted by the Vessel Operator for the particular ocean voyage as per booking. Any costs, expenses, fines and penalties associated with cargo presented for shipment without such written acceptance from CMA CGM confirming the acceptance of hazardous / dangerous cargo, incorrectly completed and / or signed Multimodal Dangerous Goods Forms or containers not having correct placards shall be for cargo interests' account. CMA CGM shall not be liable for any consequential losses or damages arising from the rejection or refusal to load hazardous / dangerous cargo by the Vessel Operator.
- 4 This Booking Confirmation and all services to be provided thereof are subject to CMA CGM bill of lading terms and conditions. Such terms and conditions are available on CMA CGM web site (www.cma-cgm.com) or in any CMA CGM agency. By tendering cargo for shipment the Merchant acknowledges and agrees that all the terms and conditions of the CMA CGM are applicable.
- 5 The Shipper warrants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked on receipt of this Bill of Lading and that such particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are lawful Goods and contain no contraband. Without prejudice to any other rights and defenses afforded by the Bill of Lading - and irrespective of any loss, damages, fines and expenses suffered or incurred by the Carrier that may always be claimed - in case of any failure of the Shipper to comply with the above, the Carrier shall be entitled to charge the Shipper, or any party which is jointly liable with the Shipper, at any time an amount of USD 2,000 as processing and operational fees in addition to a penalty of 15,000 USD per dangerous container and 5,000 per non dangerous container misdeclared.
- 6 Examples of misdeclaration are set out below:
- 7 • Part or all of the cargo actually stuffed inside the container is dangerous cargo, but is declared as general cargo at the time of booking.
- 8 • The name, the class number or the UN number declared at the time of booking is different from the one that shall be applicable to the dangerous cargo actually stuffed inside the container, and has not been corrected before our release of the empty container.
- 9 • The cargo is declared as general cargo at the time of booking but is requested to be amended to dangerous cargo after our release of the empty container.
- 10 • The cargo is discovered or determined by any domestic or foreign authority (including but not limited to customs, MSA, port and terminal, etc.) or any carriers as the mis-declared dangerous cargo.
- 11 358. 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
- 12 "Shipment shall be subject to CMA CGM bill of lading terms and conditions available in any CMA CGM agencies or on CMA CGM web site: www.cma-cgm.com"
- 13 "It is reminded that if this shipment has been booked on a "freight collect" basis you guarantee and will be responsible for the payment of all freight and charges payable by the receiver and that you shall proceed with the full payment of all outstanding freight and charges should they remain unpaid for more than three consecutive days after discharge."
- 14 Important: The Shipper acknowledges that the Carrier is authorized to carry the Goods on the deck of any vessel. In tendering the Goods to the Carrier for shipment (whether a bill of lading is issued or not), the Shipper, acting for his own account as well as for and on behalf of the Consignee and of the Holder of the Bill of Lading, expressly accepts and agrees to all the terms and conditions, whether printed or stamped or otherwise incorporated on the face and on the reverse side of the Carrier's Bill of Lading and the terms and conditions of the Carrier's applicable tariff as if they were all signed by the Shipper and further expressly confirms his unconditional and irrevocable consent to the carriage of the Goods on the deck of any vessel