

SHIPPER TAJ-AL MULOOK GENERAL TRADING L.L.C P.O. BOX 51688, DUBAI, U.A.E. TEL: 0097143475588 FAX: 0097143475537		ORIGINAL BILL OF LADING		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">VOYAGE NUMBER</td> </tr> <tr> <td style="text-align: center;">02S97S1MA</td> </tr> <tr> <td style="text-align: center;">BILL OF LADING NUMBER</td> </tr> <tr> <td style="text-align: center;">DXB0598114</td> </tr> </table>		VOYAGE NUMBER	02S97S1MA	BILL OF LADING NUMBER	DXB0598114
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CONSIGNEE GOLDSTAR PAINTS TANZANIA LTD P.O.BOX 909, DAR ES SALAAM, TANZANIA TEL:+255222862677		EXPORT REFERENCES <div style="text-align: center;"> </div>							
NOTIFY PARTY Carrier not to be responsible for failure to notify MARCOING TRADING PTE LIMITED., 65 CHULIA STREET # 42-06, OCBC CENTRE 049513, SINGAPORE.		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						
		DUBAI	THREE (3)						
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*						
EMIRATES ASANTE	JEBEL ALI	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				
TRHU2642428 SEAL E3S17284 NA	1 x 20ST	492 PACKAGE(S) 1X20'STD FCL STC: 492 PACKAGES PAT ADD LE 1010 (BYK 300), ALUMINUM STAPA 4 (LEAFING), BENTOGEL BG6 (BENTONE 38), SODIUM HEXA META PHOSPHATE (SMHP), BENTOGEL BG4 (BENOTE SD), CALCINED KAOLIN (SNOW WHITE 86), CALCIUM OCTOATE 10%, IRON OXIDE YELLOW 920. AS PER P.I. NO.: TAMGT/RA/GSP/2021-22 DT. 03-07-2021/ ED NOS. 201-05444406-21, 303-06032868-21 (327 PKGS (2 DRUMS & 144 BAGS PACKED ON 7 PALLETS + 320 BAGS), 12191.20 KGS). FREIGHT PREPAID ***** PSN: FLAMMABLE SOLID, ORGANIC, N.O.S. UN Number: 1325 - IMDG Class: 4.1 - PG: II Chemical name: Aluminium powder (stabilised), low boiling point Hydrogen treated naptha. PSN: FLAMMABLE LIQUID, N.O.S. Continued on Next Sheet Sheet 1 of 2 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.	14550.000	2100	25.000				
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. 236. By tendering the hazardous goods for carriage, Merchant guarantees the accuracy of the description of the goods and undertakes to warn the consignee, the notify party, and all its sub contractors on the transport, storage and handling prescriptions referred to in the IMDG Code and in the Material Safety Data Sheet. Merchant's particular attention is drawn on clause 20 of this bill of lading. 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.						
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		DUBAI		24 JUL 2021					
SIGNED FOR THE SHIPPER		SIGNED FOR THE CARRIER CMA CGM S.A.							
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED		BY CMA CGM AND ANL (NE) LLC as agents for the carrier CMA CGM S. A.							



ORIGINAL BILL OF LADING

VOYAGE NUMBER
02S97S1MA
BILL OF LADING NUMBER
DXB0598114

PRE CARRIAGE BY*		PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
			DUBAI	THREE (3)		
VESSEL		PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
EMIRATES ASANTE		JEBEL ALI	DAR ES SALAAM			
MARKS AND NOS	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
CONTAINER AND SEALS						

UN Number: 1993 - IMDG Class: 3 - PG: III -
Flashpoint: 55°C
Chemical name: Calcium Octoate 10% - Paint
Related Material - Flammable Liquid.

Shipped on Board EMIRATES ASANTE 24-JUL-2021 CMA CGM AND ANL (NE) LLC As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S)

Continued From Previous Sheet Sheet 2 of 2

14550.000

2180

25.000

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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 (<https://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 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

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable 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 Shipper in his shipping instruction or otherwise weighted during the Carriage.

PLACE AND DATE OF ISSUE DUBAI

24 JUL 2021

SIGNED FOR THE CARRIER CMA CGM S.A.
BY CMA CGM AND ANL (NE) LLC
as agents for the carrier CMA CGM S. A.

SIGNED FOR THE SHIPPER

*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED