

SHIPPER
NOVOMET NAP PETROLEUM SERVICES SAE AMERYA FREE ZONE
ALEXANDRIA

**DRAFT**  
**BILL OF LADING**

VOYAGE NUMBER
0NVD2N1MA
BILL OF LADING NUMBER
CFA0569178

CONSIGNEE
CBN GLOBAL NAK PET GIDA INSAAT ITHALAT VE IHRACAT LTD STI YENİ MAH CEMAL PASA CAD APT 2 KT DAIRE 6 AKDENİZ MERSİN TAX ID 2030706824 TURKEY
NOTIFY PARTY, Carrier not to be responsible for failure to notify
CBN GLOBAL NAK PET GIDA INSAAT ITHALAT VE IHRACAT LTD STI YENİ MAH CEMAL PASA CAD APT 2 KT DAIRE 6 AKDENİZ MERSİN TAX ID 2030706824 TURKEY



**CARRIER:** CMA CGM Société Anonyme au Capital de 234 988 330 Euros  
Head Office: 4, quai d'Arenc - 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
CBN GLOBAL NAK PET GIDA INSAAT ITHALAT VE IHRACAT LTD STI YENİ MAH CEMAL PASA CAD APT 2 KT DAIRE 6 AKDENİZ MERSİN TAX ID 2030706824 TURKEY	ALEXANDRIA EL DEKHEILA	CAIRO	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
MYNY	ALEXANDRIA EL DEKHEILA	MERSIN	

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
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CMAU7848240 1 x 40HC 3 PACKAGE (S) 3510.000 4700 50.000  
SEAL 8491673

NVSD 490KVA 480V 50HZ 6P SWF NSP-04 N3R O1 Pcs 1  
NVSD 490KVA 480V 50HZ 6P SWF NSP-04 N3R O1 Pcs 1  
NVSD 490KVA 480V 50HZ 6P SWF NSP-04 N3R O1 Pcs 1

Shipment in transit up to Arbil , Iraq on cneee  
account and risk

HS CODE: 850490

FREIGHT PREPAID

Shipped on Board MYNY 09-FEB-2023 C C for Maritime Shipping  
Agencies As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S) Sheet 1 of 3 3510.000 4700 50.000

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

**ADDITIONAL CLAUSES**

4. Cargo at port is at merchant risk, expenses and responsibility	of discharge
5. FCL	194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.
9. All costs of discharging/loading operations and all expenses from free out full container to return empty on board vessel including landing charges, ground rent/storage, shore cranes or floating cranes effected by ship's orders are totally at Receivers' risks and expenses in straight time, overtime, Fridays Sundays, holidays and after midnight included.	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.
17. All storage charges on full plus customs clearance until return of empties for Receivers' account.	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.
32. Carrier not responsible for cargo weight. Declaration fines and trucking extra debit resulting from wrong declaration will be for Shippers account.	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.
42. Cargo to be insured by Shipper/Receiver at their own risks expenses and responsibility	
73. Free out	
77. THC at destination payable by Merchant as per line/port tariff	
118. Customs formalities for delivery on the Turkish interland should be compulsorily effected at the port	

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	CAIRO	09 FEB 2023	SIGNED FOR THE CARRIER CMA CGM S.A. BY C C for Maritime Shipping Agencies 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  
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PRE CARRIAGE BY*		PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
			CAIRO	THREE (3)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		
MYNY		ALEXANDRIA EL DEKHEILA	MERSIN	FINAL PLACE OF DELIVERY*		
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

Sheet 2 of 3

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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.

308. 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. By accepting this Bill of lading the Merchant agrees that irrespective of the final destination of the cargo, this shipment fully complies with the Sanctions and that any breach of the above terms shall prompt the immediate interruption of the carriage and Clause 10 Matters Affecting Performance shall

apply.

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 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 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

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VESSEL MYNY	PORT OF LOADING ALEXANDRIA EL DEKHEILA	PORT OF DISCHARGE MERSIN	FINAL PLACE OF DELIVERY*		
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Sheet 3 of 3

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**ADDITIONAL CLAUSES**

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.

370. Seal, Weight, number and description of goods as declared by shipper. Container(s) delivered to sea carrier loaded, counted, stowed, locked and sealed by shipper. Carrier having no adequate means for checking same and ship having to sail immediately, Carrier is not responsible for any missing/excess in number of packages, shortage / excess in weight of contents and discrepancy of the goods and seal as declared by shipper. Any consequences of misdeclaration/discrepancy at shipper's risks and expenses

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.

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