

SHIPPER  
ZOZICK CARGO LLC  
JAFZA OFFICE DA-01  
JEBEL ALI FREEZONE AREA |  
NORTH | DUBAI | U A E

VOYAGE NUMBER  
08MEFW1MA  
BILL OF LADING NUMBER  
DXB0760767

**DRAFT  
BILL OF LADING**

CONSIGNEE	EXPORT REFERENCES				
ALTERNATIF IC VE DIS TICARET İTHALAT İHRACAT GÜMRÜKLEME ULUSLARARASI NAKLİYAT SANAYİ SMET İNÖNÜ BULV YENİ MAH. KLAS PLAZA B BLOK KAT:2 NO:3 AKDENİZ/MERSİN					
NOTIFY PARTY, Carrier not to be responsible for failure to notify					
ALTERNATIF IC VE DIS TICARET İTHALAT İHRACAT GÜMRÜKLEME ULUSLARARASI NAKLİYAT SANAYİ SMET İNÖNÜ BULV YENİ MAH. KLAS PLAZA B BLOK KAT:2 NO:3 AKDENİZ/MERSİN	PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT		
VESSEL		DUBAI	ZERO (0)		
VALUE	PORT OF LOADING	PORT OF DISCHARGE	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

DFSU4059459                    1 x 40ST    8 PACKAGE (S)                    2404.160                    3700                    25.000  
SEAL H9325630

OIL & GAS EQUIPMENT AND SUPPLIES  
TAX ID: 0600337183

CARGO IN TRANSIT TO IRAQ AT CONSIGNEE'S COST,  
RISK AND RESPONSIBILITY. CARRIER RESPONSIBILITY  
CEASES AT PORT OF DISCHARGE

FREIGHT PREPAID  
Shipped on Board VALUE 09-MAY-2023 CMA CGM AND ANL ( NE) LLC As  
agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S)                    Sheet 1 of 3                    2404.160                    3700                    25.000

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

**ADDITIONAL CLAUSES**

4. Cargo at port is at merchant risk, expenses and responsibility 5. FCL 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. 17. All storage charges on full plus customs clearance until return of empties for Receivers' account. 32. Carrier not responsible for cargo weight. Declaration fines and trucking extra debit resulting from wrong declaration will be for Shippers account. 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	of discharge 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.
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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	09 MAY 2023	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 TRANSPORT BILL OF LADING			



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PRE CARRIAGE BY*		PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
			DUBAI	ZERO (0)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		
VALUE		JEBEL ALI	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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**ADDITIONAL CLAUSES**

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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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.

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.

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.

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