

SHIPPER
HAPPYLAND ENTERPRISE
71 GLEN GORY ROAD, NORTON HOME
STATE BENONI
GAUTENG 1501
SOUTH AFRICA
E: info@happyland.co.za

**DRAFT
BILL OF LADING**

VOYAGE NUMBER	0MTLCE1MA
BILL OF LADING NUMBER	DBA0390308

CONSIGNEE

EXPORT REFERENCES

509.JSE.4353



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

RAWAAT ALARZ FOR GENERAL TRADING
COMPANY ALTAHSENEYAH DISTRICT
TAX NO.:900431392
BASRA - IRAQ
TEL: +964 750 156 0784

NOTIFY PARTY, Carrier not to be responsible for failure to notify

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PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		DURBAN	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
CMA CGM VALPARAISO	DURBAN	UMM QASR	

BSIU8080756 SEAL M1215843 HAPPYLAND ENTERPRISE	1 x 40HC 9 PACKAGE (S) USED AMUSEMENT RIDES HS CODE: 95082900	15330.000	3770	30.000
TGCU0162417 SEAL M1215755 HAPPYLAND ENTERPRISE	1 x 40HC 8 PACKAGE (S) USED AMUSEMENT RIDES HS CODE: 95082900	14810.000	3770	30.000

FREIGHT PREPAID

Shipped on Board CMA CGM VALPARAISO 11-OCT-2025 CMA CGM Shipping
Agencies South Africa As agents for the Carrier

Weight in Kgs Total: 2 CONTAINER(S)

Sheet 1 of 2

30140.000

7540

60.000

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

4. Cargo at port is at merchant risk, expenses and responsibility	Receivers.
5. FCL	194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.
42. Cargo to be insured by Shipper/Receiver at their own risks expenses and responsibility	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.
73. Free out	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.
77. THC at destination payable by Merchant as per line/port tariff	234. In consideration of the general unsafety prevailing in Iraq, merchants undertake and agree that Carrier shall not be responsible for any loss or damage to cargo resulting from act of war, sabotage, acts of public enemies, or pifrage of whatsoever nature which may occur in Iraq.
164. Additional expenses for truck deviations in Iraq ordered by consignee or U.N. Organization are payable by the Shippers.	
188. Demurrage and detention payable by the shipper as per CMA CGM tariff available on the web site www.cma-cgm.com, or in any of CMA CGM agency	
189. All trucking cost to Iraq increases unilaterally decided by trucker to be debited to Shippers. The necessary permit must be secured by the Shipper. All documents (U.N. permit, bill of lading, packing list, commercial invoice etc) must be submitted to port agent before arrival of vessel. Otherwise all extra port & customs expenses are for Shipper's account. We do not accept containers to be grounded in Iraq by	

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	DURBAN	11 OCT 2025	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Shipping Agencies South Africa 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
BILL OF LADING**

VOYAGE NUMBER
0MTLCE1MA
BILL OF LADING NUMBER
DBA0390308

PRE CARRIAGE BY*		PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
			DURBAN	THREE (3)		
VESSEL CMA CGM VALPARAISO		PORT OF LOADING DURBAN	PORT OF DISCHARGE UMM QASR	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 2

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

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.

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-contained 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 clause 25(5) of 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.

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.

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 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.

PLACE AND DATE OF ISSUE DURBAN 11 OCT 2025 SIGNED FOR THE CARRIER CMA CGM S.A.
BY CMA CGM Shipping Agencies South Africa

SIGNED FOR THE SHIPPER

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TRANSPORT BILL OF LADING

as agents for the carrier CMA CGM S. A.