

SHIPPER
SATELLITE DK LLC
800 SE 4TH AVE STE 605
HALLANDALE BEACH FL 33009-6494

**COPY NON NEGOTIABLE
BILL OF LADING**

VOYAGE NUMBER 0BMM1S1MA
BILL OF LADING NUMBER OEA0199496

CONSIGNEE

QATAR FOODS INDUSTRIES CO.
P.O. BOX 1444
DOHA QATAR

EXPORT REFERENCES



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

QATAR FOODS INDUSTRIES CO.
P.O. BOX 1444
DOHA QATAR

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		
			UAODS FREIGHT PAYABLE MARSEILLE	ZERO (0)		
VESSEL		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
					KGS	KGS
CMAU0779723 SEAL D573000546	1 x 20ST	1 FLEXITANK			24075.000	1960
CMAU0022093 SEAL D573000515	1 x 20ST	1 FLEXITANK			24075.000	2185
FCIU3896971 SEAL D573000509	1 x 20ST	1 FLEXITANK			24095.000	2220
FCIU6178617 SEAL D70681611	1 x 20ST	1 FLEXITANK			24075.000	2100
GLDU9890312 SEAL D70681658	1 x 20ST	1 FLEXITANK			24096.000	2185
CMAU0810460 SEAL D573000532	1 x 20ST	1 FLEXITANK			24075.000	1960
TEMU5170411 SEAL D573000559	1 x 20ST	1 FLEXITANK			24076.000	2200
CXDU1773813 SEAL D573000521	1 x 20ST	1 FLEXITANK			24075.000	2250
TRHU1523983	1 x 20ST	1 FLEXITANK			24075.000	2180

Continued on Next Sheet

Sheet 1 of 2

ABOVE PARTICULARS DECLARED BY SHIPPER, CARRIER NOT RESPONSIBLE.

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. 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.	263. Carriage made at Merchant's full risk and expenses — Empty unit to be returned to the Carrier in sound and clean condition, free of any dangerous goods placards, labels or markings, free of any residue, damage, used flexitank. 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. 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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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 ODESSA	09 FEB 2024	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM SHIPPING AGENCIES UKRAINE LTD 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