

BILL OF LADING FOR COMBINED TRANSPORT AND PORT TO PORT SHIPMENT

CMA CGM

Sheet 1 of 3

| | | | | |
|--|--|--|----------------------|---------------------|
| SHIPPER/EXPORTER (2) AEXA INC 2787 CHEMIN BEDFORD MONTREAL CANADA | | DOCUMENT NO (5) CAN0628126 EXPORT REFERENCES (6) AEXA_PREV | | |
| CONSIGNEE (3) (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) ABDOUL KARIM DIALLO SIMBAYA GARE COMMUNE RATOMA CONAKRY GUINEA TEL:224-628216544 | | FORWARDING AGENT - REFERENCES (7) AEXA INC 2787 CHEMIN BEDFORD MONTREAL CANADA CHB: FMC: | | |
| NOTIFY (4) ABDOUL KARIM DIALLO SIMBAYA GARE COMMUNE RATOMA CONAKRY GUINEA TEL:224-628216544 | | POINT AND COUNTRY OF ORIGIN (8) DOMESTIC ROUTING/EXPORT INSTRUCTIONS (9) | | |
| PIER/TERMINAL (10) RACINE TERMINAL LIMITED | COMBINED TRANSPORT* PRECARRIAGE FROM (10A) - | | | |
| VESSEL (11) LIVERPOOL EXPRESS OMCBGE1MA | PORT OF LOADING (12) MONTREAL, QC | | | |
| PORT OF DISCHARGE FROM VESSEL (13) CONAKRY | FOR TRANSHIPMENT TO (14) | COMBINED TRANSPORT - ONWARD CARRIAGE (15)* - | | |
| CARRIER'S RECEIPT | | PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE | | |
| MARKS AND NUMBERS (16) | NO. of PKGS. (17) | DESCRIPTION OF GOODS (18) SHIPPER'S STOW LOAD AND COUNT | GROSS WEIGHT (19) | MEASUREMENT (20) |
| TEMU6535406 SN# 0081172 | 4 | 1x40HC CONTAINER: VEHICLES 870390 - USED CAR 2009 TOYOTA MATRIX VIN: 2T1KU40E59C099580 870390 - USED CAR 2012 TOYOTA MATRIX VIN: 2T1KU4EE7CC786429 870390 - USED CAR 2010 TOYOTA MATRIX VIN: 2T1KU4EE0AC432393 870390 - USED CAR 2008 TOYOTA MATRIX VIN: 2T1KR32E08C701129 2ND NOTIFY: AEXA INC 2787 CHEMIN BEDFORD MONTREAL CANADA | 6700.000KGM | |

SHIPPERS DECLARED VALUE
SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 10 OF THIS B/L

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RECEIVED in external good order and condition, except as otherwise indicated herein, the number of packages listed in the Carriers Receipt, said to contain the goods described in the Particulars Furnished by Shipper (contents, weight and measurement unknown to Carrier) to be transported to the port of discharge, or to such other place authorized or permitted herein, or so near thereto as the vessel can get, lie and leave, always in safety and without delay, and there to be delivered to consignee, or authorized receiver, or on carrier on payment of all charges due thereon.

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)

Bills of Lading all of like tenor, have been executed, ONE of which being accomplished, the other shall stand void.

DAY MONTH YEAR

BL/No.
CMDU

17-MAY-22

CAN0628126

Signed for the Carrier CMA CGM SA by
CMA CGM CANADA INC as agent for the Carrier

By _____

(Continued on reverse side)

BILL OF LADING FOR COMBINED TRANSPORT AND PORT TO PORT SHIPMENT



Sheet 2 of 3

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| | | CERS:DV0138202205081676030 | | |
| | | FREIGHT PREPAID | | |
| | 4 | TOTAL | 6700.000KGM | |
| 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. 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. 282. Carrier is not responsible for any error, omission or discrepancies with regard to the ICTN (International Cargo Tracking Note) and the responsibility remains with the Merchant/Importer. Any fine or penalty levied against the Carrier is for the account SHIPPERS DECLARED VALUE SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 10 OF THIS B/L | | | | |

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| <p>of the Merchant.</p> <p>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.</p> <p>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 of 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.</p> <p>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.</p> | | | | |
| | | SHIPPER'S DECLARED VALUE SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 10 OF THIS B/L | | |

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