

Confirmation de Réservation



CMA CGM COTE D'IVOIRE
IMMEUBLE SQUARE CENTER
RUE CLEMENT ADER ZONE 3 MARCORY
01 BP 3749
ABIDJAN
Tel:
fax:
PAC: MIENSY LYDIE YAO
service client:

Attn:
ECU WORLDWIDE COTE DIVOIRE SARL
MARCORY ZONE 4 BVD VGE IMMEUBLE
PRIVILEGE 2020 3E ETAGE FACE FEUX
TRICOLORES CAMP COMMANDO 18 BP
2528
ABIDJAN
Cadjovi Christopher

Numéro de booking: AEV0211152 ref. client: date Réser.: 08-Apr-24
Transitaire: ECU WORLDWIDE COTE DIVOIRE SARL
Chargeur: SIKA COTE D IVOIRE SARL
Navire/Voyage: MAERSK EDIRNE / 0WWHIE1MA
navire transbordeur/voyage: ELENI T/0BVJIN1MA

Origine:
Alternate Base Port: Ramp Cut-Off Date/Time:
Alternate Base Pool: ETD:
Navire Feeder:
Port D'embarquement: ABIDJAN SI Cut-Off Date/Time : 24-Apr-2024 04:00
terminal d'embarquement: COTE D IVOIRE TERMINAL VGM Cut-Off Date/Time: 22-Apr-2024 17:00
date de cloture: 20-Apr-2024 17:00
Transbordement: POINTE NOIRE ETD: 26-Apr-2024 17:00
Port de débarquement: LUANDA ETA: 02-May-2024 15:00
ETA: 09-May-2024 08:00
Destination Finale: FPD ETA :

Exprimé en Heures Locales

Payable at: ABIDJAN Payment Currency : CFA Franc BCEAO

Transport client	par: Road	Date:	10-Apr-24	Heure:	
Nombre Tcs:	4 x 20'ST	cargaison:	Prepared additives for cements	Container Grade:	General Cargo
Poids Net:	80000 KGM	Poids Brut:	88920 KGM		

Container Number:
Dangereux: N
Fumigation: N
REEFER: N
Hors Gabarit: N
Flexitank: N

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Número de booking: **AEV0211152**
Pick up Place: ABIDJAN
Remarques: Customer Remarks
Additional Remarks:
[Start Client Info]
IQ
BOOKING CONTACT : CODJOVI
CHRISTOPHER****EMAIL:salesivorycoast@ecuworldwide.
com****TEL NUMBER : 0789954431****TC A POSITIONNER
A TERRE CHEZ SIKA ZONE INDUSTRIELLE DE YOPOUGON,
21BP 248 ABIDJAN 21 , NON LOIN DE LA
MACA***TRANSPORTEUR : CCIS P/C SDMA .
Tel: +225 23 50 79 90 / +225 05842174
Booking Contact : Codjovi / Christopher
EMAIL ADDRESS :
christopherkouameyaocodjovi@ecuworldwide.com
TEL NUMBER : +225-789954431
[End Client Info]

Prière noter

Clause Matériel Habillage pour les chargeurs qui se fournissent eux même
« Le chargeur fournit son propre matériel (ou matériel d'habillage ne peut être fourni par CMA CGM CI) :
Accord préalable du HO et indication de la SQ ref. Figuration impérative de la clause suivante sur le bulletin d'embarquement :

Les conteneurs sont transportés sous le régime FCL/FCL. CMA CGM CI ne fournit que les conteneurs de type "secs". CMA CGM CI n'est pas responsable des problèmes de condensation qui peuvent survenir à cause des conditions climatiques externes et de la nature hygroscopique de certaines marchandises telles que (liste non limitative) le cacao, les noix de cajou/anacarde, le café, les graines de sésames, les arachides ect...
Le chargeur reste entièrement responsable des méthodes de préparation du conteneur qu'il met en œuvre à ses frais pour prévenir les dommages pouvant résulter de phénomènes de condensation se produisant sur le trajet envisagé avec le type de conteneur utilisé. »

Following to the congestion affecting the port of Abidjan causing delayed operations, clause 10 of the Bill of Lading - Matters Affecting Performance - shall apply. Carrier will not be held liable for any loss or damages to cargo resulting from such congestion.
The guarantee fund paid for cups lumps transport covers this booking/BL till ut the discharge of containers on the BL

- Clauses:
- 1 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.
 - 2 Hence, the Carrier reserves its right to decline or cancel, at any time, any booking involving listed entities or breaching any Sanctions. If cargo is loaded, it may be discharged at any place and time the Carrier may deem convenient and Clause 10 Matters Affecting Performance of the Carrier's Bill of Lading shall apply.
 - 3 Receipt of an CMA CGM booking confirmation shall not be construed as a confirmation of acceptance of Hazardous / Dangerous cargo. Such cargo will only be accepted subject to the shipper or his agent supplying correctly completed and signed Multimodal Dangerous Goods Forms and receiving written acceptance from CMA CGM notifying that such hazardous / dangerous cargo as described on the relevant Multimodal Dangerous Goods Forms has been accepted by the Vessel Operator for the particular ocean voyage as per booking. Any costs, expenses, fines and penalties associated with cargo presented for shipment without such written acceptance from CMA CGM confirming the acceptance of hazardous / dangerous cargo, incorrectly completed and / or signed Multimodal Dangerous Goods Forms or containers not having correct placards shall be for cargo interests' account. CMA CGM shall not be liable for any consequential losses or damages arising from the rejection or refusal to load hazardous / dangerous cargo by the Vessel Operator.
 - 4 This Booking Confirmation and all services to be provided thereof are subject to CMA CGM bill of lading terms and conditions. Such terms and conditions are available on CMA CGM web site (www.cma-cgm.com) or in any CMA CGM agency. By tendering cargo for shipment the Merchant acknowledges and agrees that all the terms and conditions of the CMA CGM are applicable.
 - 5 The Shipper warrants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked on receipt of this Bill of Lading and that such particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Shipper also warrants that the Goods are lawful Goods and contain no contraband. Without prejudice to any other rights and defenses afforded by the Bill of Lading - and irrespective of any loss, damages, fines and expenses suffered or incurred by the Carrier that may always be claimed - in case of any failure of the Shipper to comply with the above, the Carrier shall be entitled to charge the Shipper, or any party which is jointly liable with the Shipper, at any time an amount of USD 2,000 as processing and operational fees in addition to a penalty of 15,000 USD per dangerous container and 5,000 per non dangerous container misdeclared.
 - 6 Examples of misdeclaration are set out below:
 - 7 • Part or all of the cargo actually stuffed inside the container is dangerous cargo, but is declared as general cargo at the time of booking.
 - 8 • The name, the class number or the UN number declared at the time of booking is different from the one that shall be applicable to the dangerous cargo actually stuffed inside the container, and has not been corrected before our release of the empty container.
 - 9 • The cargo is declared as general cargo at the time of booking but is requested to be amended to dangerous cargo after our release of the empty container.
 - 10 • The cargo is discovered or determined by any domestic or foreign authority (including but not limited to customs, MSA, port and terminal, etc.) or any carriers as the mis-declared dangerous cargo.
 - 11 366. 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 as processing and operational fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.
 - 12 This booking confirmation shall not be construed as a guarantee given by the Carrier that the equipment will be available for loading of goods at the estimated time herein specified.
 - 13 Unless Merchant has expressly disclosed otherwise in writing to the Carrier at the time of requesting a booking, all goods are deemed to be declared by Merchant as not being "Military Cargo and assimilated" as that term is defined on the CMA CGM website at <https://www.cma-cgm.com/shipping/special-cargo>. Carriage of Military Cargo and assimilated is subject to the Carrier's prior written approval. Carrier reserves the right to cancel bookings for misdeclared Military Cargo and assimilated at any time without any liability whatsoever. Merchant is reminded that any misdeclared cargo may be stopped in transit at any time with prejudice to the Carrier's rights under clauses 25 and 26 of the Carrier's Bill of Lading terms and conditions available at <https://www.cma-cgm.com/products-services/shipping-guide/bl-clauses>.
 - 14 374. 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.
 - 15 375. 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.
 - 16 379. 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.
 - 17 Following to the events affecting the Ivory Coast, in consideration of national or international authorities' regulations, we expressly reserve the right to cancel this booking at any time and without any notice in accordance with the Bill of Lading terms and conditions.