

Booking Confirmation

ATTENTION:		PHONE:		E-MAIL:	
COMPANY: USINA SANTA FE S/A				FAX:	
SHIPPER REFERENCE NUMBER:			SHIPMENT/BOOKING #: S318151347		
FORWARDER REFERENCE NUMBER:			ALT SHIPMENT #:		
ISSUED BY: RAFAEL OLIVEIRA		DATE: 2020-02-17 13:18		E-MAIL: roliveira@grimaldi-sp.com.br	
LOCATION: Sao Paulo		PHONE: 55 11 3056 9844		FAX: 55 11 3046 9862	
SHIPPER REF #:			REF #:		
USINA SANTA FE S/A ESTRADA DA ANTIGA FAZ ITAQUERE					
14920-000 NOVA EUROPA SP, BRAZIL					
REF #:					
			<i>The details of this booking confirmation was entered based on Customer furnished details.</i> QUOTE #: Q3-00460578-03/1		
VESSEL: GRANDE AMBURGO		VOYAGE: GHA0120		MOVE TYPE: Port / Port	
CARRIER: Grimaldi Deep Sea S.p.A.		CLOSING DATE: 2020-03-03 05:31 (FCL)			
PORT OF LOAD: Santos ETD 2020-03-04					
PORT OF DISCHARGE: Tema					
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Pickup Empty Container at SANTOS - FASSINA DEPOT RUA DR. ALBERT SCHWEITZER, 2680 ALEMOA - CEP: 11095-520 - SANTOS -			Deliver Full Container at SANTOS ECOPORTO S.A. AV. ENGENHEIRO ANTONIO ALVES FRE S/N° - VALONGO - SANTOS - SP CEP 11010-230		
Date/Time: Reference Number: S318151347			S318151347		
Container #	Size/Type	Commodity	Weight	Ref. Seq #	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-001	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-021	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-022	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-023	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-024	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-025	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-026	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-027	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-028	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-029	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-030	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-031	
	20 ft./Dry Cargo Sugar		27000 Kgs.	S3-18151347-032	

Upon shipment Grimaldi's bill of lading conditions/terms shall apply (www.grimaldi.napoli.it/it/index.html)
 Il presente trasporto sarà effettuato in base ai termini e condizioni previste dalla polizza di carico del Vettore Marittimo (www.grimaldi.napoli.it/it/index.html)

20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-033
20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-034
20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-035
20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-036
20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-037
20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-038
20 ft./Dry Cargo Sugar	27000 Kgs.	S3-18151347-039

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Declaration Number:

NOTES:

BAF surcharge can be adjusted and/or implemented with our without previous notice.

Carrier must be advised in advance and approve the shipment of the cargo stowed in a Shippers Owned Container (SHOC) which shall only be accepted on board and treated as an ISO container when same is bearing a visible and valid CSC plate, failing which carrier is entitled to refuse loading, or free to transfer the container to a MAFI or to a Platform or flat rack, whichever more convenient and available, being the costs related to the transference, plus eventual lashing/dunnaging/seccuring costs for account of the shipper.

Container Release: Container department (Oceanus Itajaí): +55 47 3341 5983
(Oceanus Rio de Janeiro); +55 21 3849 5700

Despite of the flat rack container capacity marked on the units, the maximum weight allowed to be shipped on such equipment is 32tons, gross cargo weight + lashing material together.

Destination THC and/or handling charges at port of discharge must be paid by receivers or agents/freight forwarders on their behalf, as per custom of the port, even if not mentioned in the quote and/or booking confirmation.

Draft, Dead Line and Pre-stacking info: Pls call (Oceanus Santos); +55 13 3202-2022

Flat Racks or Flats (Bolsters) must be presented for shipment stuffed in such a way that the corner castings are left free. In case the corner castings are either covered or blocked, carrier reserves the right to refuse to load the container.

For shippers' owned reefer containers the Shipper has been warned that containers must be subject to a thorough inspection and test (including the refrigeration systems), at shippers cost and risk prior to the container being packed and tendered for shipment to ensure that all parts are functioning properly.

Freights payable in Brazil are subject to a Foreign Currency Processing charge of 3% on top of the official Rate of Exchange (PTax) informed by the Brazilian Central Bank on the date of the payment.

In case Shipper's owned containers (SHOCS) are deployed, Carrier accepts no responsibility whatsoever for dents, bents, scratches, holes, wear-and-tear related damages, or any other damages whatsoever sustained by the shipper's owned containers, even if not noticed prior to the shipment.

In order to allow carriers agents to be able to contact the importer or its representatives at destination to tender a notice of arrival, as well as to facilitate coordination of eventual on carriages, or any other urgent matter where the importer or its representative

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must be contacted, the Full style of the notify party must be supplied by the shipper at the time of presentation of drafts of the BL's to carriers agents at port of loading.

In order to comply with Santos Dock Company (CODESP) decree 47.2013 (Resolução CODESP DP N° 47.2013) the shippers or the haulers acting on their behalf are compelled to schedule the delivery of all the export cargoes (full containers, general cargo and vehicles of all kinds) to be delivered to the terminal or pre-stacking area at the port of Santos. Scheduling should be done through Deicmar's web page at www.deicmar.com, and in case of problems shippers should contact the Customers Relation Center via phone dialing (13) 31314500.

Non-Reefer containers released for export are free of Detention cost for 20 days while Reefer containers are free of Detention cost for 10 days after release of equipment from line's depot and after this free detention period Export Detention will apply and shall be invoiced to the shippers as per Grimaldi's Standard Tariff in force.

On cargoes bound for Africa, it is recommendable that shippers consult the pertinent consulate regarding the necessary documentation to be obtained prior to shipment. It is shipper's responsibility to ensure that the documentation and/or procedures required by each of such countries are fulfilled. The line is not responsible for fines or cargo arrestment in case of non accomplishment of the destination country's law and also reserves the right not to load and/or discharge in intermediate port any cargo which documents and/or procedures are missing, or not in accordance, which may result in penalties to the carrier.

Shipper has been warned that In the event of machinery breakdown of shipper's owned reefer containers the vessels' crew will offer every assistance, to the best of their ability, to overcome technical problems, nevertheless, the line cannot guarantee to have compatible spares on board to effect any and all sorts of repairs, which compels the line to refute responsibility for loss/damage to product in case of equipment breakdown.

"Shippers have been advised that Bills of Lading covering cargoes loaded on Flat Racks, platforms or open top containers should bear the following clauses:1. Cargo loaded in open top, Flat Rack or platform containers at shippers request, risk and knowledge.2. Shippers have been warned that flat racks, platforms and open tops are not to be considered as water tight equipment. Carrier is not responsible for eventual damages sustained by the cargo resulting from water infiltration."

Shippers have been warned that cargo meant for shipment on Flat rack, platform or open top containers should be appropriately packed and protected since cargo may be stowed on the weather deck at carriers convenience, but at shippers risk and knowledge. Carrier is not responsible for eventual damages sustained by the cargo resulting from water infiltration since shippers have been warned that flat racks, platforms and open tops are NOT to be considered as water tight equipment.

THC at the Brazilian port of loading shall be paid by Shippers to Line's agents against invoice and prior to release of BL's, even if the THC due is not mentioned in the quote and/or booking confirmation.

The declared weight of cargo, to be shipped into a container, must reflect the gross weight, i.e. cargo plus packing and/or lashing/handling material (eg. cardboard cartons, pallets, belts). It is shippers' responsibility to make sure that maximum payload of the container is not exceeded. In case the container has excessive weight in relation to the payload

value painted on its door, then the shipper has exclusive legal and financial liability in relation to accidents, damages, repairs, handling, shifting and/or discharging the container. The Line is free to terminate the transport of the overweight container in any port and any and all costs borne by the Line, as per the above, and, in so doing are to be reimbursed by the shipper to the Line. Where such reimbursement is not received, the Carrier retains the right to exercise a lien on the cargo to recover such amounts.

The line grants 24hrs of free plugging at port of loading for reefer containers (line's or shipper's owned).

The line's reefer equipment lowest temperature is -30°C for the 40's and -18°C for the 20's and the containers are not equipped with humidity control.

The shipper must comply with all regulations or requirements of any customs, port, or any other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses or charges by reason of any illegal, incorrect or insufficient marking, numbering, addressing or labeling of any dangerous goods - as per IMDG code - tendered for shipment. Acceptance of the cargo on board is not conditional to the preliminary verification, by the terminal operators or by the crew, or any other party that may or may not be acting for or on behalf of the carrier or its agents, of the presence, adequacy or accuracy of any markings and labeling, which the shippers are solely responsible for.

Unless otherwise agreed, container rates are quoted and booked on FCL/FCL basis, with pick-up of the empty equipment from line's depot, stuffing, as well as delivery of the full containers to the pre-stacking area or to the ship, which to be determined by the line depending on the port of loading, are for shippers account and risk.

Whenever booking reefer containers to Luanda, the full style of the importer and/or notify must be provided by the shipper. The container will only be loaded at origin upon confirmation from importer and/or notify, to line's office in Luanda, that direct discharge will take place on the arrival at destination.

Remarks:

EQUIPMENT Exp Detention TERMS (AT PORT OF LOAD)

20 ft./Dry Cargo

21 CALENDAR DAYS FREE

THEREAFTER FOLLOWING CONTAINER Exp Detention APPLIES:

THEREAFTER: USD 44 PER UNIT/DAY

EQUIPMENT Imp Demurrage TERMS (AT PORT OF DISCHARGE)

20 ft./Dry Cargo

21 CALENDAR DAYS FREE

THEREAFTER FOLLOWING CONTAINER Imp Demurrage APPLIES:

THEREAFTER: USD 48 PER UNIT/DAY