

Booking Confirmation

CMA CGM do Brasil Agencia Maritima LTDA.

R DOS EXPEDICIONARIOS  
 930 SALAS 1 E 2  
 BAIRRO ALTO S O SEBASTI O  
 PARANAGUA  
 Phone:  
 Fax:  
 Contact: Giselle Saga  
 Customer Service:

Attn:  
 CERNUNNOS SERVICOS DE INTERMEDIACAO  
 MONERO ALEXANDRE  
 R ANIBAL BORBOLA  
 13  
 PARQUE DOS PRINCIPES  
 SAN PAULO

Booking Number: **SSZ0846663** Bkg Pty Ref: Booking Date: 19-OCT-20

Vessel/Voyage: NAVIOS SPRING / 04K7JE1MA  
 Connecting Vessel / Voyage: CPO NORFOLK / 0MS8UE1MA

## Receipt:

Alternate Base Port:		Cut-Off Date/Time:	
Alternate Base Pool:		Cut-Off Date/Time:	
Feeder Vessel/Voyage:	/	ETD:	
Port Of Loading:	SANTOS	Cut-Off Date/Time:	16-NOV-2020 07:00 AM
Loading Terminal:	SANTOS BRAZIL GUARUJA	VGM Cut-Off Date/Time:	16-NOV-2020 07:01 AM
		ETD:	17-NOV-2020 23:00
Transhipment:	POINTE NOIRE	ETA:	20-DEC-2020 05:00 AM
Port Of Discharge:	TEMA	ETA:	02-JAN-2021 18:00
Final Place Of Delivery:		FPD ETA:	

(All times are in local time)

## Remarks:

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Merchant Haulage	By: Road	Eqp Available Date:	12-NOV-20	Time:
Quantity:	10 x 20'ST	HS Commodity:	Cane or beet sugar and chemica	

Net Weight: 270000 KGM Gross Weight: 292000 KGM

Container Number:

Quote: FL5654-WAXSU-A-001

Service Contract:

HAZ: N

FUM: N

Reefer: N

OverSized Cargo: N

Flexitank: N

Pick up Place: SANTOS

## PLEASE NOTE:

Shipment shall be subject to CMA CGM bill of lading terms and conditions available in any CMA CGM agencies or on CMA CGM web site: [www.cma-cgm.com](http://www.cma-cgm.com)

It is reminded that if this shipment has been booked on a "freight collect" basis you guarantee and will be



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responsible for the payment of all freight and charges payable by the receiver and that you shall proceed with the full payment of all outstanding freight and charges should they remain unpaid for more than three consecutive days after discharge.

Prezado Cliente,

Leia com atenção os termos abaixo sinalizados quanto aos procedimentos a serem adotados por vossa empresa visando correto funcionamento de todo o processo de embarque.

#### VALORES DE FRETE:

Pedimos a gentileza de checar os valores e a modalidade ("P" Prepaid ou "C" Collect).

A CMA-CGM não se responsabiliza por divergências de frete se não formos contatados até o dead line de DRAFT deste navio.

#### DATAS ATUALIZADAS:

Gentileza checar as datas atualizadas do navio e dead line em nosso site [www.cma-cgm.com.br](http://www.cma-cgm.com.br) (link posição de navios).

A CMA-CGM trabalha com data estimada de chegada (ETA), sendo assim, não nos responsabilizamos por eventuais atrasos.

#### RETIRADA DE CONTAINERS VAZIOS:

Notar informação quanto ao depósito de retirada no corpo da confirmação do booking e em caso de dúvidas entrar em contato com o porto de embarque.

Caso este porto trabalhe com diversos tipos de depósitos, por gentileza entrar em contato igualmente para direcionamento adequado.

#### MUITO IMPORTANTE ----- >PAGADOR DO FRETE E TAXAS LOCAIS:

O pagador do frete deste embarque será a empresa que negociou o frete com a CMA-CGM e possui um número de contrato, denominado internamente SQ (Special Quotation).

O pagador das taxas locais será considerado sempre o solicitante do booking, caso contrário, gentileza reverter com o correto pagador a ser considerado para ajustes visando não atrasar o procedimento de pagamento através da ferramenta boleto online.

Caso já tenha informado corretamente na instrução do booking via INTTRA, favor desconsiderar este tópico.

#### 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](http://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.
- 11 358. 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