

Booking Confirmation



CMA CGM Pakistan (Pvt.) Limited
5TH FLOOR BAHRIA COMPLEX IV
CHOUDHRY KHALEEQ UZ ZAMAN ROAD
KARACHI

Phone:
Fax:
Contact: Ali Hadi Daryani
Customer Service:

Attn:
CEVA LOGISTICS PAKISTAN (PVT) LTD
ARSHAD RAJA
10 B YASIN SULEMAN STREET
BLOCK 6 PECHS
KARACHI

Booking Number: **AKI0460516** Bkg Pty Ref: Booking Date: 02-FEB-23

Vessel/Voyage: CMA CGM TITUS / 0MXEFW1MA
Connecting Vessel / Voyage: YIGITCAN A / 0TFMGE1MA

Receipt:
Alternate Base Port: Ramp Cut-Off Date/Time:
Alternate Base Pool: ETD:
Feeder Vessel/Voyage: / Earliest Receiving Date/Time: 06-FEB-2023 13:00
Port Of Loading: KARACHI SI Cut-Off Date/Time:
Loading Terminal: SOUTH ASIA CONTAINER VGM Cut-Off Date/Time: 10-FEB-2023 23:59
TERMINAL Port Cut-Off Date/Time: 10-FEB-2023 23:59
ETD: 13-FEB-2023 13:00
Transshipment: MALTA(FREEPORT) ETA: 03-MAR-2023 23:00
Port Of Discharge: IZMIR ETA: 08-MAR-2023 20:00
Final Place Of Delivery: FPD ETA:

(All times are in local time)

Remarks:

Merchant Haulage By: Road Eqp Available Date: 03-FEB-23 Time:
Quantity: 4 x 40'HC HS Commodity: Fresh or dried guavas, mangoes

Net Weight: 110000 KGM Gross Weight: 125600 KGM

Container Number:

Quote: QSPOT2815732
Service Contract:
HAZ: N
FUM: N
Reefer: N
OverSized Cargo: N
Flexitank: N

Preferred Depot: INDUS CONT TERMINAL FAISALABAD Contact:MR ANEES
Address: GHONA ROAD Phone No: +92 3217632868
NEAR FAISALABAD DRY PORT TRUST.
CUSTOM HOUSE FAISALABAD PAKISTAN
FAISALABAD
38000 PAKISTAN

Remarks: [Start Client Info]BOSSValue Added Service has been requested by thecustomer for this

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booking.Value added service will be automatically manifested under the following Lara code - DTM91
 Booking Contact : ARSHAD / RAJAEMAIL ADDRESS : raja.arshad@cevalogistics.com
 TEL NUMBER : +923028288958[End Client Info]SHIPPER: DOHLER PAKISTAN PVT LTD
 CLEARING AGENT: CAVISH ASSOCIATE EMPTY CONTAINERS REQUIRED FROM FAISALABAD
 NOTE: This CRO is valid for all empty depot subject to availability of containers.
 Contact empty depot before moving transport for collection.

PLEASE NOTE:

- 1) Ensure all container/s are Gated in prior to vessel cut-off date & time, while fulfilling customs formalities in a timely manner.
- 2) Please utilize CMA CGM web portal <http://www.cma-cgm.com/> for submission of Booking, SI and correction. You can also get Invoices, vessel schedules and track your containers while using web portal.
- 3) Contrs / cargo will be loaded & routed as per shipping declaration hence carrier is not responsible for any consequence about misdeclaration.
- 4) Please be informed and follow USA manifest filing rules for all US bound shipments (AMS / CSI & 10+2) Plus all other sector where advance filling is required.
- 5) Please be informed any corrections to USA filed manifest would require a LOI & will also encounter Fees subject to POL / POT / POD if applicable.
- 6) For all services including EPIC / INDAMEX .pls follow the ENS / AMS / CSI filing procedure. After the filing / vessel sailing changes will require approval HO & POD acceptance linking to a fee or fines if any.
- 7) Please ensure to submit all mandatory documents as per the given time frame (Such as Bank documents, DG cargo related certificates fumigation + de-fumigation certificate).
- 8) All Prepaid charges to be made at the time of Shipment.
- 9) Ensure to meet documentation and terminal cut off time for further details please consider website <http://www.cma-cgm.com/local/pakistan/> Notices or you can contact Customer Service desk (kar.cs@cma-cgm.com) .
- 10) For D.G IMO class / UN number .Cargo including fumigated. Customer is fully responsible to comply standard procedure & paste related IMO labels on container as per requirement and declare correct info on SI in case of any miss declaration / non compliance of procedure customer will have to bear all consequences / cost if incurred at any stage.
- 11) For All especial equipment like Reefer container the required cargo temperature must be mentioned on booking requisition & SI and container must be delivered into terminal 48 hours prior vessel arrival along with required temperature / Ventilation / Humidity + Submit Customs approval within cut off time in case of any delay / miss connection due to Customer fault then Customer will have to bear container plug-in charges.
- 12) For Switch B/L Customer is fully responsible to complete all necessary formalities within time frame / 7 days prior arrival the vsl / goods at POD.
- 13) For OOG cargo the correct info (L.W.H) must be specified on booking requisition /SI.

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.
- 11 358. 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



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- 12 366. 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.
- 13 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.
- 14 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>.