

Booking Confirmation



CMA CGM CANADA INC

740 NOTRE DAME STREET WEST
SUITE 1330
MONTREAL

Phone:

Fax:

Contact: Jennifer Gilcher

Customer Service:

Forwarder: ASANTE FEIGHT LINES & EXPORTS
2 WILLOW LANE
TRURO

Booking Number: **CAN0374167** Bkg Pty Ref: Booking Date: 19-OCT-17

Vessel/Voyage: CAMELLIA / 254EDE
Connecting Vessel / Voyage: CMA CGM SAMBHAR / 27181S

Receipt:			
Alternate Base Port:		Terminal Cut-Off:	
Alternate Base Pool:		Terminal Cut-Off:	
Feeder Vessel/Voyage:	/	ETD:	
Port Of Loading:	HALIFAX, NS	Terminal Cut-Off:	27-OCT-2017 12:00 PM
Loading Terminal:	HALTERM TERMINALS	VGM Cut-Off Date/Time:	26-OCT-2017 12:00 PM
		ETD:	28-OCT-2017 16:00
Transhipment:	ANTWERP	ETA:	08-NOV-2017 09:00 PM
Port Of Discharge:	TINCAN/LAGOS	ETA:	10-DEC-2017 17:00
Final Place Of Delivery:			(All times are in local time)
Remarks:			

Merchant Haulage By: Road Eqp Available Date: 20-OCT-17 Time:
Quantity: 1 x 40'HC HS Commodity: Other vehicles, with only spar

Net Weight: 20000 KGM Gross Weight: 23900 KGM
Container Number:

Quote: FL8904-CAO-1-002
Service Contract:
HAZ: N
FUM: N
Reefer: N
OverSized Cargo: N
Flexitank: N

Preferred Depot: HALTERM TERMINALS Contact:usa.canadaeq@cma-cgm.com
Address: 577 MARGINAL ROAD Phone No: 514 908-7866
HALIFAX, NS
B3J 2X1 CANADA

Charge	Pre/Coll	Curr	Amount	Basis	Total
Export documentation fee	P	USD	95.00	Fixed Amount	95.00
OCEAN FREIGHT	P	USD	2,100.00	Unit(s)	2,100.00



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PLEASE NOTE:

SUBJECT TO EQUIPMENT AND SPACE AVAILABILITY

As of November 15, 2016 revised Hazardous D&D tariff is applied – ERD for Hazardous cargo is now only 2 working days prior to the port cut off . If cargo return prior to this D&D per new tariff will apply

VGM cut off will be noon (local time) on the day of port cut off "For US ports of loading, shipments by rail need to follow the rail and loading port regulations with regards to the VGM. Some terminals will charge if cargo is received by rail without the VGM prior to the VGM Cut off. Shipper is responsible to know the rail/terminal regulations."

"Visit our website at www.cma-cgm.com to submit Bookings, Shipping Instructions, Track and Trace cargo, get up-to-date Sailing Schedules etc.

E-Business registration is FREE and allows customer access to view and print bill of lading Drafts, Waybills and Original Bill of Lading."

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

By securing a booking with CMA CGM you agree for your company to receive all e-mail communication generated by CMA CGM America as it relates to your b/l, including mass notifications generated automatically from our system.

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

Instructions, CAED / SED / ENS & ITN must be received by documentation cut off time

*India tax : as of Jan 22, 2017 a 4.5% tax is applicable on prepaid ocean freight and related charges will be assess to all prepaid shipment to INDIA***

FOR AUTO TITLES / DRAIN & DISCONNECT LETTERS, PLEASE SEND DIRECTLY TO PORT OPS::

Charleston/ Jacksonville: usa.chsportops@cma-cgm.com

Miami: usa.miaportops@cma-cgm.com

Norfolk: usa.norportops@cma-cgm.com

Philadelphia: usa.northeastportops@cma-cgm.com

Savannah: usa.savportops@cma-cgm.com

West Coast & Oakland: usa.cargomanagement@cma-cgm.com

Canada: cda.cargoflow@usa.cma-cgm.com

Canada: cda.canadaops@usa.cma-cgm.com

COUNTRY REQUIREMENTS:

1. ANGOLA: CNCA CERTIFICATE FOR ALL CARGO. PROHIBITED IMPORT OF VEHICLES (CARS/TRUCKS) MORE THAN 3 YEARS OLD AND ROLLING MACHINERY TO BE DISCHARGED AT LUANDA PORT.
2. CONGO: BESC # ON BL INSTRUCTIONS PRIOR TO LOADING The ECTN –Electronic Cargo Tracking Notice also known as NVU (Numéro Visa Unique) must be indicated on the Bill of lading.
3. DEMOCRATIC REPUBLIC OF CONGO: BIVAC INSPECTION AND BIVAC# ON BL INSTRUCTIONS PRIOR TO LOADING. FERI CERTIFICATE# OR LOI AT TIME OF DOC CUT. ***USED VEHICLES (CARS OR BUSES BELOW 10 SEATS) ARE NOT ALLOWED TO BE IMPORTED IF THEY ARE MORE THAN 10 YEARS OLD; USED BUSES (10 SEATS AND MORE) AND VANS ARE NOT ALLOWED TO BE IMPORTED IF THEY ARE MORE THAN 7 YEARS OLD; USED LORRIES ARE NOT ALLOWED TO BE IMPORTED IF THEY ARE MORE THAN 10 YEARS OLD. DOCUMENTS REQUIRED FOR CUSTOMS CLEARANCE: ORIGINAL CAR REGISTRATION DOCUMENT OR LEGAL COPY; LEGAL CONVEYANCE CERTIFICATE; ORIGINAL VEHICLE INSPECTION CERTIFICATE OR LEGAL COPY OF THE COUNTRY OF ORIGIN.
4. EQUATORIAL GUINEA (MALABO ONLY): USED VEHICLES NOT ALLOWED – EXCEPT IF APPROVED BY 1) MINISTRY OF MINES AND 2) CUSTOMS ADMINISTRATION (STAMPED CERTIFICATES REQUIRED)
5. GABON: BIETC# ON BL INSTRUCTIONS PRIOR TO LOADING. Used vehicles in category A, B, & D older than 5 years

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after the first registration out of Gabon are prohibited.

Used vehicles in category C & E older than 6 years after the first registration out of Gabon are prohibited.

6. GHANA: USED VEHICLES MORE THAN 10 YEARS OLD PROHIBITED

7. NIGERIA: USED VEHICLES MORE THAN 15 YEARS OLD PROHIBITED. FORM M REQUIRED FOR ALL NEW MERCHANDISE

ENS number must be provided to the Shipping Line prior loading at POL in order to be included on the Bill of Lading and Cargo Manifest.

8. SENEGAL: VEHICLES BELOW 3.5 TONS FOR CARGO TRANSPORT OR VEHICLES FOR TRANSPORT OF PEOPLE ARE NOT ALLOWED TO BE IMPORTED IF THEY ARE 8 YEARS OLD OR MORE. VEHICLES OVER 3.5 TONS FOR CARGO TRANSPORT ARE NOT ALLOWED IF THEY ARE 10 YEARS OLD OR MORE IMPORT OF 2ND HAND BICYCLES OR MOTORCYCLES (BELOW 50 CM3) IS FORBIDDEN.

9. GUINEA (CONAKRY): CTN# ON BL INSTRUCTIONS PRIOR TO LOADING - Import cars: Customs requires to mention used or new car + registration date on manifest. - Used cars with more than 8 years old + right hand vehicles are not allowed in Guinea

10. CENTRAL AFRICAN REPUBLIC (BANGUI): BSC/CTN # ON BL INSTRUCTIONS PRIOR TO LOADING

11. SIERRA LEONE: ENS NUMBER MUST BE OBTAINED FROM SHIPPER PRIOR LOADING AND ENS NUMBER MUST APPEAR ON THE BODY OF THE BILL

12. IRAN: TARE WEIGHT is mandatory on B/L -Shipping documents must indicate correct and actual container tare weights for all shipments to Iran.

13. NATIONAL ID CODE is mandatory on B/L for CEE/NOT for individuals and companies

No shipment is accepted from a freight forwarder appearing as shipper and/or consignee on the B/L, except if the following conditions are fulfilled: The identities of the actual exporter and/or receiver are known / and the freight forwarder accepts to sign the letter of indemnity.

14. MADAGASCAR: ENS NUMBER MUST BE OBTAINED FROM SHIPPER PRIOR LOADING AND ENS NUMBER MUST APPEAR ON THE BODY OF THE BILL

15. BRAZIL: All shippers are required to provide the Wooden Packing Material details for all cargoes to be loaded to Brazil, by the time of Shipping Instruction submission to CMA CGM.

16. MALI: BESC or CTN number is mandatory and must be submitted with B/L instructions. If missing, containers will not load vessel.

17. SUDAN - All B/Ls with final destination to Sudan must show the ECTN. Any penalties or other extra costs for missing or incorrect ECTN will be for account of the cargo.

18. BRAZIL - Personal effects shipments must be consigned to a Freight Forwarder

19. PAKISTAN: e-mail addresses for consignee and notify are mandatory

20. Mali - It is compulsory to mention the BESC or CTN number on B/L and Cargo Manifest.

21. CHAD: It is mandatory to provide ECTN, BIETC or BESC number on all Bills of Lading and Cargo Manifest prior to loading containers.

22. GABON: It is mandatory to provide ECTN, BIETC or BESC number on all Bills of Lading and Cargo Manifest prior to loading containers.

23. GUINEA BISSAU: It is mandatory to provide ECTN, BIETC or BESC number on all Bills of Lading and Cargo Manifest prior to loading containers.

24. NIGER: It is mandatory to provide ECTN, BIETC or BESC number on all Bills of Lading and Cargo Manifest prior to loading containers.

INDIAN SUB CONTINENT - BOLT SEALS ARE MANDATORY DUE TO CUSTOMS REGULATION

*** Indian Customs Authorities requires for all shipments of metal scrap to India a Pre Shipment Inspection Certificate (PSIC) to load cargo at Port of Loading.

Inspection must be from Pre Shipment Inspection Agencies (PSIA) which are duly approved by the Director of Foreign Trade (DGFT). This includes shredded scrap ***

***Russian embargo :

List of banned cargo can be found here // HS code :

OFFICIAL one in Russian

<http://government.ru/media/files/41d4f8e16a0f70d2537c.pdf>

Unofficial translation of the Federal Resolution, made by USDA Foreign Agricultural Service :

http://gain.fas.usda.gov/Recent%20GAIN%20Publications/Russia%20Announces%20Ban%20on%20Variety%20of%20US%20Agricultural%20Products_Moscow%20ATO_Russian%20Federation_8-7-2014.pdf***



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*** HEALTH/VETERINARY CERTIFICATES ARE REQUIRED FOR ALL REEFERS ***

*** NO "TO ORDER" BILLS AND NO TELEX RELEASES FOR ST. PETERSBURG CARGO ONLY ***

Container with prefix CATU / MANU /CARU are prohibited in Libya

ONCARRIAGE/INLANDS DESTINATIONS IN AFRICA WE REQUIRE THE PACKING LIST AND COMMERCIAL INVOICE

PLEASE NOTE CMA-CGM REQUIRES ANY TRUCKER HANDLING THEIR EQUIPMENT TO BE REGISTERED WITH THE UIIA (www.uiia.org)

Cut off OOG cargo is one business day prior to general cargo cut off.

Cut off for Hazardous cargo is one business day prior to general cargo cut off. Final Hazardous Declaration must be sent 2 Hours (Eastern Time) prior to container in gate.

All door moves (carrier haulage) are presume live load, unless specified otherwise

FOR CARGO SAILING EX CANADIAN PORT OF LOADING

FOR EQUIPMENT RELEASES PLEASE CONTACT: Logistics Department usa.canadaeq@usa.cma-cgm.com / 1-800-784-1457

EX CANADA POL BOLT SEALS ARE REQUIRED FOR CONTAINERS MOVING TO ALL CMA CGM DESTINATIONS

Early Return Dates(ERD) Canada

**Columbus Services (Documentation cut off: 4PM PST the day prior to the port cut off (except for FROB vessels)

*Saint Laurent Services (Documentation cut off : 1 day prior to port cut)

DRY CARGO:

Eastern Canada: Per Rail Reservation (RV)

Prairies: Per Rail Reservation (RV)

Western Canada: Per Rail Reservation (RV)

Local Montreal : 5 Working days prior to port cut

Local Halifax: 5 Working days prior to port cut

REEFER CARGO

Eastern Canada: Per Rail Reservation (RV)

Prairies: Per Rail Reservation (RV)

Western Canada: Per Rail Reservation (RV)

Local Montreal: 4 days prior to port cut off

Local Halifax: 4 calendar day prior to port cut

*Columbus Services (Documentation cut off: noon PST same day as port cut off (except for FROB vessels)

DRY CARGO:

Eastern Canada: Per Rail Reservation (RV)

Prairies: Per Rail Reservation (RV)

Western Canada: Per Rail Reservation (RV).

Local Vancouver: Please verify the terminal's website

Suez (Documentation cut off : 1 day prior to port cut @ noon EST)

Eastern Canada: Per Rail Reservation (RV)

Prairies: Per Rail Reservation (RV)

Western Canada: Per Rail Reservation (RV).

Local Halifax: 5 Working days prior to port cut

NWX (Documentation cut off : 1 day prior to port cut)

Eastern Canada: Per Rail Reservation (RV)

Prairies: Per Rail Reservation (RV)

Western Canada: Per Rail Reservation (RV).

Local Halifax: Please verify terminal's website

REEFER CARGO:

Eastern Canada: Per Rail Reservation (RV)

Booking Confirmation



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Prairies: Per Rail Reservation (RV)

Western Canada: Per Rail Reservation (RV)

Local Vancouver: Please verify the terminal's website

For shipments transshipping or with Final Destination EUROPE all export docs must be received for our St.Laurent Service by 4:00 PM - THURSDAY East Coast Time.

All Cargo will be rolled due to incomplete or missing docs; all charges associated to this roll will be to the account of the cargo.

For bookings starting with CAN, please send export bill of lading instructions and export declarations, if applicable, to e-mail address ssc.cadocumentation@cma-cgm.com

Weight Restriction and overweight surcharge to be found under Intermodal category at <http://www.cma-cgm.com/local/canada/links>

Overweight surcharge will appear on the booking confirmation & will be calculated based on the weight limitation detail above if applicable.

If not applicable, it will be removed from your invoice.

FOR CARGO SAILING EX USA PORT OF LOADING

DOCUMENTATION CUT OFF: CMA CGM requires Shipping Instructions with ITN number 1 business day prior to the port cut off. Exceptions to this cut off as follows:

EUROPEAN UNION CUSTOMS REGULATIONS: For all cargo destined to, transshipping or transiting in Europe, Complete Shipping Instructions with ITN must be received 2 business days prior to the port cut off.

Any charges associated with cargo being rolled due to incomplete or invalid information will be for the account of cargo.

CHINA CUSTOMS ADVANCED MANIFEST REGULATIONS: For all cargo destined to and discharging in China, complete Shipping Instructions with ITN must be received 2 business days prior to the port cut off.

Any charges associated with cargo being rolled due to incomplete or invalid information will be for the account of cargo.

SEATTLE - Columbus Loop West (voyage prefix starts with "US" and ends with "W"): Complete Shipping Instructions with ITN must be received on day of port cut.

Any charges associated with cargo being rolled due to incomplete or invalid information will be for the account of cargo.

USPPI (U.S. Principal Party In Interest) agrees that these commodities, technology or software will be shipped from the United States in accordance with all U.S. laws. Diversions contrary to U.S. law prohibited.

The ports of Los Angeles and Long Beach have enacted the Clean Truck Program fee. It is the responsibility of all Shippers to register at www.PierPass-tmf.org or www.PortCheck.org in order to claim freight.

CMA CGM will not be responsible for additional rail storage or fees that result from the shipper's failure to claim cargo.

For DOOR moves, the collection date is the first available date a booking is able to load. Actual loading may occur any day within 4 business days prior to the ramp/port cut date.

If your cargo is booked to move via rail, please verify that it is not a restricted or forbidden commodity by going to <https://www.cma-cgm.com/local/united-states/links>

Click on the link "Commodities and Cargos Restricted and Prohibited by North American Railroads" and check the appropriate tabs. Any costs associated with the rejection, delay, or re-work of containers if the commodity is restricted or forbidden will be for the shipper's expense.

Early Return Dates(ERD) USA – Shipper/trucker is responsible to verify ERD with the port terminal directly prior to delivery of cargo.

Autos must be received at the terminal 72 business hours prior to the port cut

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AUTO CUTS AT RAIL / RAIL BILLING (All rail billing is shipper's responsibility):

- 1st Receiving at ramp: 5 business days prior to rail cut (including rail cut mentioned on confirmation)
- Auto cut at ramp: 4 business days prior to rail cut (including rail cut mentioned on confirmation)

For rail billing requests please call, 757-961-2300, or e-mail, usa.exporthairbilling@cma-cgm.com. Please note rail billing may not be submitted after the rail cut has passed and no earlier than four business days prior to (five including the rail cut). Please provide the below information in order for rail billing to be submitted: Booking number, container number, accurate weight, seal number, trucking company, contact name and phone number. Please do not send e-mail requests as attachments. Please put all info in the body of the e-mail. Please allow for two hours for railbilling to be processed.

The ports of Los Angeles and Long Beach have enacted the Clean Truck Program fee. It is the responsibility of all shippers to register at www.PierPass-tmf.org or www.PortCheck.org in order to claim freight.

CMA CGM will not be responsible for additional rail storage or fees that result from the shipper's failure to claim cargo.

CMA CGM will not supply Chassis out of the USA for CY. CMA's chassis contributor and provider is TRAC, please ensure these chassis are used. For any non-sales related questions about chassis i.e. inventory, chassis type, assistance, please contact the chassis team at usa.chassisteam@cma-cgm.com. Shippers are required to secure at their expenses prior to delivery of cargo to/from carrier's facility.

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 Important: The Shipper acknowledges that the Carrier is authorized to carry the Goods on the deck of any vessel. In tendering the Goods to the Carrier for shipment (whether a bill of lading is issued or not), the Shipper, acting for his own account as well as for and on behalf of the Consignee and of the Holder of the Bill of Lading, expressly accepts and agrees to all the terms and conditions, whether printed or stamped or otherwise incorporated on the face and on the reverse side of the Carrier's Bill of Lading and the terms and conditions of the Carrier's applicable tariff as if they were all signed by the Shipper and further expressly confirms his unconditional and irrevocable consent to the carriage of the Goods on the deck of any vessel.
- 5 Canadian National Railroad will strictly refuse any 20 foot container for which gross weight is exceeding 55000lbs and any 40 foot' container for which gross weight is exceeding 65000lbs.
- 6 CMA-CGM carrier code: 9558
- 7 Bill of Lading - All moves referenced in this Booking Confirmation are subject to the terms and conditions of the carrier issued long form bill of lading. The customer named on this Booking Confirmation hereby acknowledges and agrees to all the terms and conditions of the carrier issued long form bill of lading.
- 8 Booking subject to CMA CGM terms and conditions available on web site <http://www.cma-cgm.com/ProductsServices/ContainerShipping/ShippingGuide/BLClauses.aspx> or in any CMA CGM agency.
- 9 Please note that export detention will accrue at the expiration of Free Time in accordance with the CMA CGM (Canada) Inc Tariff...this includes any equipment being sent to AGRI stuffing facilities. CMA CGM (Canada) will not be responsible to manage but will be for the booking party themselves to do so. For more information please refer to our website at: <http://www.cma-cgm.com/eBusiness/DemDet/Default.aspx?Culture=en-US>
- 10 "B-13'S OR CAED OR MSR # TO BE SUBMITTED 2 WORKING DAYS PRIOR TO VESSEL CUT-OFF AT PORT. CARGO WILL NOT BE LOADED WITHOUT THESE DOCUMENTS, FAILURE TO COMPLY ALL THE ROLL CHARGES WILL BE TO YOUR ACCOUNT."
- 11 Cutoff for Hazardous cargo is one business day prior to general cargo cutoff.
- 12 Flexitanks / Bladder, construction equipment, metal coils or concentrated metal of any type cannot be transported on the rail.
- 13 Personal Effects / Household Goods are not permitted for DOOR moves and cannot be transported on the Canadian Rail.
- 14 FLEXI TANKS / BLADDERS: In the event that shipment is effected via flexi-tanks or bladders, shipment shall be subject to CMA CGM requirements for Letter(s) of Indemnity. Customer is liable for any and all damages, liabilities, or expenses arising from carriage of cargo in flexi-tanks or bladders, including, but not limited to: cleaning costs, container cleaning, repairs or replacement, third party damages, civil or criminal penalties, and/or consequential or indirect claims arising from leakage, spillage or inadvertent release.
- 15 Diversions/C.O.D. requests must be received no less than 72 hours prior to vessel arrival at destination provided the cargo being diverted does not require a change in transshipment port. If this is the case, notification will need to be received within 48 hours of cargo arrival at transshipment. All cost for the Diversion will be for the Shipper's account.