

SHIPPER				DRAFT BILL OF LADING				VOYAGE NUMBER	
GUANGDONG YUNQIDA NEW ENERGY TECHNOLOGY CO. B3 BUILDING,NO.42 XIANNING ROAD, NINGXI STREET,ZENGCHENG DISTRICT, GUANGZHOU CITY, GUANGDONG PROVINCE, CHINA								0W10IW1MA	
								BILL OF LADING NUMBER	
								GGZ3066844	
CONSIGNEE				EXPORT REFERENCES					
DC-MAX ADD:SOTUBA ACI BAMAKO MALLI TEL:+22376460259 INFO@DC-MAX.TECH				CMA CGM					
NOTIFY PARTY, Carrier not to be responsible for failure to notify				CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenc - 13002 Marseille - France Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95 562 024 422 R.C.S. Marseille					
SAME AS CNEE									
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING			
				ZHONGSHAN		THREE (3)			
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*			
CMA CGM AMERIGO VESPUCCI		NANSHA		ABIDJAN		*****			
MARKS AND NOS CONTAINER AND SEALS		NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN			GROSS WEIGHT CARGO		TARE	MEASUREMENT
						KGS		KGS	CBM
GESU6182123		1 x 40HC	176 PACKAGE (S)			2119.000		3870	41.340
SEAL M9139427									
N/M			LITHIUM BATTERY INVERTERS CABLE BMS/BSU						
			FREIGHT PREPAID						
			***** PSN: LITHIUM ION BATTERIES UN Number: 3480 - IMDG Class: 9 *****						
			1 X 40HC 176 PACKAGE (S) SAY ONE HUNDRED SEVENTY-SIX PACKAGE (S)						
Sheet 1 of 3									
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.									
ADDITIONAL CLAUSES									
4. Goods at Port are at Merchant's risk, expenses and responsibility 91. Ground rent /storages/ power supply/ monitoring costs/ THC at Port of Discharge are for Merchant's account according to Port rates. 194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004. 202. Demurrage and detention shall be calculated and paid as per general tariff available on the web site www.cma-cgm.com, or in any of CMA CGM agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day. 216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge. 225. The Merchant acknowledges that the Carrier may carry the Goods identified in this Bill of Lading on the deck of any Vessel and in taking remittance of this Bill of Lading the Merchant (including the Shipper, the Consignee and the holder of the Bill of Lading, as the case may be) confirms his express acceptance					of all the Terms and Conditions of this Bill of Lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the Goods on the deck of any Vessel. 236. By tendering hazardous or dangerous goods for carriage, Merchant guarantees the accuracy of the description of the Goods and undertakes to warn the Consignee, the Receiver, the Notify Party, and all its sub-contractors on the transportation, storage and handling prescriptions referred to in the IMDG Code and the Material Safety Data Sheet. Merchant is reminded of the specific Dangerous Goods Clause of this Bill of Lading. 274. The Container(s) mentioned in this Bill of Lading is/are the property of the Carrier. The Merchant is responsible for returning any empty Container, with interior clean, free of any dangerous goods placards, labels or markings, free of any residue, damage or used flexitank, at the designated place. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or Container indemnity as referred above.				
RECEIVED by the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) from the place of receipt or the port of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though the contract contained herein or evidenced hereby had been made between them. All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has his registered office. In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)									
PLACE AND DATE OF ISSUE		GUANGZHOU		19 JUN 2026		SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM LIUZHOU as agents for the carrier CMA CGM S. A.			
SIGNED FOR THE SHIPPER									
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING									



DRAFT
BILL OF LADING

VOYAGE NUMBER
0W10IW1MA
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GGZ3066844

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CONTAINER AND SEALS	OF PACKAGES							

Weight in Kgs Total: 1 CONTAINER(S)

Sheet 2 of 3

2119.000

3870

41.340

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ADDITIONAL CLAUSES

366. Merchant is reminded that in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier, or the weight declared to the Carrier for non-containerized cargo, and the weight declared by the Merchant in any shipping instruction or otherwise weighted during the Carriage, the Carrier shall be entitled to charge the fees referred to in the Bill of Lading.

372. Merchant consents to the Carrier sharing information and data contained in the Bill of Lading and/or related to the performance of the Carriage of the Goods with third parties, including but not limited to digital supply chain platforms.

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 in 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. Carrier reserves the right 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 therefrom.

395. The Merchant shall comply with all regulations or requirements of customs, port and other authorities, with the provisions of applicable anticorruption laws, including but not limited to the United Nations Convention against Corruption (2005), the U.S Foreign Corrupt Practices Act of 1977, the UK Bribery Act of 2010, with the applicable economic sanctions laws and regulations, including but not limited to the ones published by the United States, European Union, United Nations, People's Republic of China and United Kingdom. The Merchant further represents and warrants that it is not listed or detained/controlled by an entity listed by the United States, European Union, United Nations, People's Republic of China or United Kingdom as a "Blocked Person", "Denied Person", "Specially Designated National", "Unreliable Entity", and that it is not subject to any anti sanction measures imposed by the People's Republic of China, nor prohibited from conducting any export or import transactions under Chinese laws or regulations. In case of breach, the Carrier is entitled to suspend or terminate the contract of Carriage evidenced by this Bill of Lading at any time without notice or indemnity. The Merchant shall bear and pay all duties, taxes, fines, imposts, expenses or losses (including, without prejudice to the generality of the foregoing, Freight for any additional Carriage undertaken) incurred or suffered by reason of any failure to so comply, or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods, or the discovery of any drugs, narcotics or other illegal substances within

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Sheet 3 of 3
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ADDITIONAL CLAUSES					
Containers packed by the Merchant or inside Goods supplied by the Merchant or any stowaways discovered inside the Container and shall indemnify the Carrier in respect thereof. 397. Prepaid freight shall exclude demurrage, storage, general average contribution and expenses advanced by the Carrier for the Goods					
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