

 MAERSK		NON-NEGOTIABLE WAYBILL	SCAC MAEU
			B/L No. 267153203
Shipper (As principal, where "care of", "c/o", or other variants used.) SACO COMBIMAR SPA 1, VIA PRIMO MAGGIO MELZO 20066		Booking No. 267153203	
Consignee (Negotiable only if consigned "to order", "to order of" a named Person or "to order of bearer". As principal, where "care of", "c/o", or other variants used.) INTERTEAM SA DE CV 114-201 COLIMA 06700 MEXICO CITY Ciudad de Mexico MEXICO		Export references Svc Contract 299943181	
Notify Party (see clause 22) Same as Consignee		This contract is subject to the terms, conditions and exceptions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of the current Maersk Bill of Lading (available from the Carrier, its agents and at terms.maersk.com/carriage), which are applicable with logical amendments (mutatis mutandis). To the extent necessary to enable the Consignee to sue and to be sued under this contract, the Shipper on entering into this contract does so on his own behalf and as agent for and on behalf of the Consignee and warrants that he has the authority to do so. The shipper shall be entitled to change the Consignee at any time before delivery of the goods provided he gives the Carrier reasonable notice in writing. Delivery will be made to the Consignee or his authorised agent on production of reasonable proof of identity (and, in the case of an agent, reasonable proof of authority) without production of this waybill. The Carrier shall be under no liability whatsoever for misdelivery unless caused by the Carrier's negligence.	
		Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)	
Vessel COLOMBIA EXPRESS	Voyage No. 616W	Place of Receipt. Applicable only when document used as Multimodal Waybill Melzo	
Port of Loading Genoa	Port of Discharge Veracruz	Place of Delivery. Applicable only when document used as Multimodal Transport B/L. (see clause 1)	

PARTICULARS FURNISHED BY SHIPPER

Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No.	Weight 23923.490 KGS	Measurement
1 Container Said to Contain 68 PACKAGE CASONATO STEELCO SPA SA DE CV Mexico 1 PACKAGES ACQUEOS SOLUTION 100,000 UN 2014 HYDROGEN PEROXIDE, CLASS 5.1 (8), PG II, IMDG SEGREGATION GROUP 16 - PEROXIDES (SGH16) EMS: F-H, S-Q DANGEROUS GOODS IN LIMITED QUANTITY - 100 X FIBERBOARD BOXES EACH CONTAINING 20 PLASTIC CARTRIDGES X 12 ML EACH H.S. CODE 28470000 8 PACKAGES LOADED INTO 7715,000 1 LCL		
Above particulars as declared by Shipper, but without responsibility of or representation by Carrier.		

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect
Carrier's Receipt. Total number of containers or packages received by Carrier. 1 container					
Shipped on Board Date (Local Time) 2026-04-14		Place of Issue of Waybill Genoa			
Declared Value Charges (see clause 7.3 of the Maersk Bill of Lading) for Declared Value of US\$		Date Issue of Waybill 2026-04-14			
Shipped, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Carrier's Receipt"					
Signed for the Carrier Maersk A/S					
					
Maersk Italia Spa As Agent(s)					
This transport document has one or more numbered pages					

STAINLESS STEEL BARS
HS CODE : 7222
NET WEIGHT :7250.0000 KGS
HS-No 72222031

PLASTIC OMNIUM
AUTO INDUSTRIAL
1 PALLET AUSSSEN TEMPERATUR 105,000
FUEHLER
HS CODE: 9025804050

Order 327610
2 PALLET SYNOLITE 7044-M-1 1322,000
UN 1866 Resin Solution, Flammable 3, III
4004870161 (D/E) EMS: F-E:S-E
Not goods of class 3 acc. 2.2.3.1.5.
H.S Code:39072999
6 drums on 2 pallets
1322 kg
1200 kg

27 PALLET METAL WORKS 2932,400
HC 732690
INVOICES JP610172-26,
JP610205-26, JP610206-26,
JP610207-26

2 CRATES PARTS FOR WASHING PLANT 2625,000

1 PALLET ESPACIADOR DE PEDALES 875,000
(DISTANZIALE OVALE, TONDO, BOCCOLA)
P.A. 8708

ALFA LAVAL MEXICO
3 PALLET heat exchangers hs code 841950 466,170

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

UN 1173, ETHYL ACETATA, 3 , II

[illegible]

FLASH POINT:4 C (C.C.) - EMS:F-E, S-D
LIMITED QUANTITY

G.W.11.64 KG N.W. 10.80 KG

MARKS XXADB690

UN 1173, ETHYL ACETATE, 3 , II

FLASH POINT: -3 C (C.C.) - EMS:F-E S-D
LIMITED QUANTITY

GW 53,50 NW.50.00 KG

UN 1263, PAINT ,3,III

FLASH POINT:30 C (C.C) - EMS :F-E , S-E
LIMITED QUANTITY

G.W. 7,70 KG N.W. 7.00

MARKS : ZSFOB368-LABR

MANN HUMMEL

1 PALLET PLASTIC PARTS 1026,000

MRKU5537819 40 DRY 9'6 68 PACKAGE 23923.490 KGS

Shipper Seal : SC106652

IMO Class: 3

UN Number: 1263

IMO Class: 3

UN Number: 1173

IMO Class: 5.1

UN Number: 2014

IMO Class: 3

UN Number: 1866

The Merchant(s) warrant and represent that this shipment and/or Goods will comply at all times with European Union, United States and United Nations sanctions and/or export control laws (Sanctions Laws), and that this shipment and/or Goods do not involve, whether directly or indirectly, any entity or person identified, or owned or controlled by any such entity or person identified, on the U.S. Treasury Departments Office of Foreign Asset Control (OFAC) list of Specially Designated Nationals and Blocked Persons, or any other similar list maintained by the European Union, or as promulgated by the United Nations Security Council (Designated Person). If, in the Carriers reasonable opinion, this

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

shipment and/or Goods are in violation of the Carriers policy on Russia
[<https://www.maersk.com/news/articles/2022/02/24/russia-ukraine-situation-update>],
Sanctions Laws or involves any Designated Person, the shipment and/or Goods will be
returned to the origin at Carriers sole and unfettered discretion, and the Merchant(s) shall
indemnify and hold harmless the Carrier, its servants and agents, for any breach of this
clause. The Merchant(s) agree that the Carrier may stop the shipment and/or Goods in
transit or withhold release of the shipment and/or Goods pending any investigation into
compliance with this clause by the Merchant(s).
SHIPPER'S LOAD, STOW, WEIGHT AND COUNT
FREIGHT PREPAID
SD/CY

[illegible]



INTERTEAM,S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F.
Mexico

Attention to:Valentina Froio

Melzo , 20/04/2026

MANIF MA: 20260420OU6

Cargo Manifest

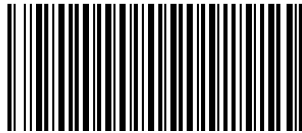
Page 1 of 2

Cargo Manifest NBR: **01 2026 910984** Date **02/03/2026**
Port of Loading **GENOVA GE**
Port of Discharge **VERACRUZ**
Vessel **COLOMBIA EXPRESS** Voyage **616W** on **15/04/2026** Date of Arrival **04/05/2026**

carico con nave hapag * procedura imo*

Container	Type	Number	Seal	Weight Kg
40 HIGH CUBE	HC40	MRKU 553781 9	SC106652	

HL	Pcs.	Weight	CBM	Nature of Goods	DLY Terms	Collect Freight Charge
01/26/111553	1	100,00	1,10	ACQUEOS SOLUTION UN 2014 HYDR	PREPAID	
Shipper: JAS AS AGENT FOR BLUE WORLD LINE VIA RAFFAELLO SANZIO, 6/8 SEGRATE MI 20054 Italy IT		Consignee: JAS FORWARDING DE MEXICO SA DE CV AS AGENT FOR BLUE WORLD LINE AVENID EJERCITO NACIONAL 453 PISO 8, GRANA MEXICO CITY CDM 11520 Mexico MX				
01/26/112015	8	7.715,00	4,88	LOADED INTO	PREPAID	
Shipper: BDP ITALIA SRL VIA LONDRA 7/9 12563530158 20090 SEGRATE IT		Consignee: ED FORWARDING, SAPI DE CV AV. INSURGENTES 1602 PISO 7, OFICINA 702 BIS, ID: EFO140714JPA 78399 COL. CREDITO CONSTRUCTOR DEL MX				
01/26/112166	1	105,00	0,63	.	FOB	
Shipper: CASCO IMOS ITALIA SRL IT		Consignee: ROHLIG MEXICO, MX				
01/26/112373	2	1.322,00	2,81	DANGEROUS	PREPAID	
Shipper: ** IMO ** AOC ITALIA IT		Consignee: Axalta Coatings Systems MX				
01/26/113052	27	2.932,40	6,99	METAL WORKS	PREPAID	
Shipper: CEVA FREIGHT ITALY SRL STRADA PAULLESE, 5A/5B 20048 Pantigliate MI IT		Consignee: CEVA A&O MEXICO AV.INSURGENTES SUR 1079,COL.NOCH BUENA PISO 22 Y 23, BENITO JUAREZ 31136 CIUDAD DE MEXICO CMX 03720 MX				
01/26/113073	2	2.625,00	8,77	.	COLLECT	
Shipper: XPD GLOBAL ITALY SPA VIA MERCALLI 14 20122 MILANO IT		Consignee: EUROPARTNERS MEXICO SA DE CV AVENIDA REVOLUCION £649 COLONIA JARDIN ESPANOL 64820 MONTERREY, NL, CP MEXICO MX				
01/26/113167	1	875,00	0,81	.	COLLECT	
Shipper: MOLLIFICIO CENTROITALIA S.r.l. IT		Consignee: UNIVERSAL CARGO M MX				
01/26/113210	3	466,17	1,44	heat exchangers hs code 841950	PREPAID	
Shipper: ROHLIG ITALIA S.P.A. VIA ACHILLE GRANDI 12 PIOTTELLO MI 20096 Italy 33087 PN IT		Consignee: ROHLIG MEXICO, S.A. DE C.V. AV. INSURGENTES SUR 945 PISO 2-B, COL.CIUDAD DE LOS DEPORTES,ALCALDIA 78399 BENITO JUAREZ, MX				
01/26/113212	4	2.478,00	7,31	.	PREPAID	
Shipper: CONCERIA PAPETE SRL PIAZZA GIOVANNI XXIII 4/5 56024 PONTE A EGOLA S.MINIATO* IT		Consignee: DOONEY & BOURKE MEXICANA S DE RL DE CV. SANTA LUCIA NO.101 COLONIA FRACCIONAMIENTO INDUSTRIAL LA POMPA C.P. 37490 LEON,** MX				



MANIF MA: 202604200U6

Cargo Manifest

Page 2 of 2

01 2026 910984 **Date 02/03/2026**
GENOVA GE
VERACRUZ
COLOMBIA EXPRESS **Voyage 616W on 15/04/2026 Date of Arrival 04/05/2026**
Port of Loading
Port of Discharge
Vessel

Container	Type	Number	Seal	Weight Kg
40 HIGH CUBE	HC40	MRKU 553781 9	SC106652	

HBL	Pcs.	Weight	CBM	Nature of Goods	DLY Terms	Collect Freight Charge
01/26/113229	10	1.810,00	8,45	.	COLLECT	
Shipper: MINIMOLD 10036 Settimo Torinese TO IT		Consignee: PELZER DE MEXICO MX				
01/26/113365	1	186,00	0,41	.	PREPAID	
Shipper: IMS TECHNOLOGIES S.p.A. IT		Consignee: GEODIS MEXICO MX				
01/26/113399	3	223,92	0,79	BALL BEARING PARTS	PREPAID	
Shipper: CEVA FREIGHT ITALY SRL STRADA PAULLESE, 5A/5B 20048 Pantigliate MI IT		Consignee: CEVA A&O MEXICO AV.INSURGENTES SUR 1079,COL.NOCH BUENA PISO 22 Y 23, BENITO JUAREZ 31136 CIUDAD DE MEXICO CMX 03720 MX				
01/26/113500	1	258,00	0,19	.	PREPAID	
Shipper: SCAN GLOBAL LOGISTICS ITALY S.R.L. VIA CHEMNITZ N. 5/3, 59100 PRATO, ITALY IT		Consignee: SGL TRANSGROUP DE MEXICO S.A. DE C.V. AV. AV.PASEO DE LAS PALMAS 405, INT 501 Y 504* MX				
01/26/113732	1	573,00	1,83	.	PREPAID	
Shipper: Conceria Papete srl IT		Consignee: DOONEY & BOURKE MX				
01/26/114493	1	927,00	2,35	DANGEROUS	PREPAID	
Shipper: Lamplast srl IT	1	271,59	0,93	DANGEROUS		
	1	1.026,00	2,04	.		
	Consignee: HELLMANN WORLDWIDE LOGISTICS MX					
Total N° of HBL: 15		Total PCS: 68.00		Total Kg: 23,894.08		Total CBM: 51.73

Messers.
INTERTEAM,S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F.
Mexico

FATC MA IN: 20260420OWV

Pagina 1 di 2

INVOICE

Number **31113** on **20/04/2026**

P.I./C.F.

Cd Client **010347**

Utente Froio Valentina

Payment

Rimessa diretta 30 gg fm

Groupage:

01/26/910984 Container: **MRKU 553781 / 9**

Item	Description	Amount	As
201	OCEAN FREIGHT	878,90	7X
218	FUEL SURCHARGE	153,76	7X
243	ISSUANCE BL	75,00	7X
264	DELIVERY OF DOCS WITH COURRIER	68,99	7X
266	COMMISSION	1.887,58	7X
269	INLAND CONTRIBUTION FEE	109,32	7X
290	PICK-UP	448,07	7X
299	PICK UP/DELIVERY EXTRA LENGTH CARGO OVER 8 MT	230,00	7X
300	WAREHOUSE HANDLING	132,00	7X
319	ETS 40' (EMISSION TRADING SYSTEM)	2,00	7X
400	CUSTOMS CLEARANCE (ISSUANCE CUSTOM BILL)	75,00	7X
406	EUR 1	40,00	7X
467	CONTRIBUTO ALLE SPESE DI SOSTA	33,00	7X
496	EMISSIONS SURCHARGE 40 BOX/HC (EES)	3,00	7X
501	TERMINAL GATE & SECURITY FEE	2,25	7X
563	FUEL SURCHARGE ON PICKUP & DELIVERY	17,93	7X
564	EHFS/INLAND EMERGENCY SURCHARGE	54,66	7X
585	CONGESTION FEE PORT OF GOA/LSP	36,44	7X
651	SOLAS ADMINISTRATION / WEIGHING FEE	51,75	7X
ZZZ	STAMP DUTY	2,30	95

Bollo assolto in modo virtuale.

Attached ListNumber **31113** on **20/04/2026**Groupage: **01/26/910984** Container: **MRKU 553781** / 9

Cd	Description	Taxable	VAT	amount
7X	ESCL ART 7-TER EXTRACEE	4.299,65		4.299,65
95	ESCLUSO ART. 15	2,30		2,30
Total Invoice			USD	4.301,95

Bollo assolto in modo virtuale.

**SACO COMBIMAR S.P.A.**

Sede Legale Via Primo Maggio 1 - 20066 Melzo (MI)

C.F./P.IVA/R.I.MI-MB-LO n. 05444010960 - REA MI 1821952 – Cod. destin. 1YY4LRX

Capitale sociale € 3.000.000,00 interamente versato

Attached List**Number 31113 on 20/04/2026****Groupage: 01/26/910984 Container: MRKU 553781 / 9**

Shipment	on	SE	Vessel	Carrier	Voyage	on	POL	POD	Destination	Terms
01/26/111553	20/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti: VS RIFERIMENTO STEELCO ID-LDV 140134 WWA SHIPMENT REFERENCE 01/26/111553ITMIL01					266 COMMISSION VERACRUZ 33,00 1,10 X 30,00 exchange: USD 1,16 TOTAL: 33,00					
01/26/112015	24/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti: VS RIFERIMENTO BROVEDANI MEXIC WWA SHIPMENT REFERENCE 11408199 VS RIFERIMENTO 1505201770 ID-LDV 141186					266 COMMISSION VERACRUZ 231,45 7,72 X 30,00 exchange: USD 1,16 TOTAL: 231,45					
01/26/112166	25/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	FOB
Riferimenti: VS RIFERIMENTO C03257676 WWA SHIPMENT REFERENCE 01/26/112166ITMIL01 26ITQ1W1TCI70623A4					201 OFR - NOLO MARE VERACRUZ 59,00 1 X 59,00 exchange: USD 1,16 218 FUEL SURCHARGE 8,00 1 X 8,00 exchange: USD 1,16 266 COMMISSION VERACRUZ 30,00 1 X 30,00 exchange: USD 1,16 319 ETS SURCHARGE 2,00 1 X 2,00 exchange: USD 1,16 496 EMISSIONS SURCHARGE (EES)/FUEL EU 3,00 1 X 3,00 exchange: USD 1,16 TOTAL: 102,00					
01/26/112373	26/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti: VS RIFERIMENTO 516130 ID-LDV 141759 26ITQ1W1TCI70201A8					266 COMMISSION VERACRUZ 126,45 2,81 X 45,00 exchange: USD 1,16 TOTAL: 126,45					
01/26/113052	30/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti: VS RIFERIMENTO 2102984221 WWA SHIPMENT REFERENCE 11411787 VS RIFERIMENTO OA52-2600308					266 COMMISSION VERACRUZ 209,70 6,99 X 30,00 exchange: USD 1,16 TOTAL: 209,70					
01/26/113073	31/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	COLLECT

Bollo assolto in modo virtuale.

**SACO COMBIMAR S.P.A.**

Sede Legale Via Primo Maggio 1 - 20066 Melzo (MI)

C.F./P.IVA/R.I.MI-MB-LO n. 05444010960 - REA MI 1821952 - Cod. destin. 1YY4LRX

Capitale sociale € 3.000.000,00 interamente versato

Attached List**Number 31113 on 20/04/2026****Groupage: 01/26/910984 Container: MRKU 553781 / 9**

Riferimenti:	VS RIFERIMENTO ID-LDV	IMPO-94014 143235 26ITQ1W1TCI07932A4	201	OFR - NOLO MARE VERACRUZ	394,65					
			8,77 X 45,00	exchange: USD 1,16						
			218	FUEL SURCHARGE VERACRUZ	70,16					
			8,77 X 8,00	exchange: USD 1,16						
			243	B/I Issuance	25,00					
			266	COMMISSION VERACRUZ	263,10					
			8,77 X 30,00	exchange: USD 1,16						
			269	INLAND CONTRIBUTION FEE	52,62					
			8,77 X 6,00	exchange: USD 1,16						
			290	PICK-UP PIEMONTE	166,63					
			8,77 X 19,00	exchange: USD 1,16						
			299	Extra lenght export over. 8mt	230,00					
			1,00 X 230,00	exchange: USD 1,16						
			300	Warehouse Charges	64,80					
			27,00 X 2,40	exchange: USD 1,16						
			400	Customs Clearance	25,00					
			1,00 X 25,00	exchange: USD 1,16						
			467	WAITING TIMES - LOADING AND UNLOADING	15,00					
			501	TERMINAL GATE & SECURITY FEE	0,75					
			563	EPDFS (Emergency Pick up - Fuel Surcharge)	6,67					
			166,63 X 4,00	exchange: USD 1,16						
			564	INLAND FUEL SURCHARGE	26,31					
			8,77 X 3,00	exchange: USD 1,16						
			585	CONGESTION FEE PORT OF GENOVA	17,54					
			8,77 X 2,00	exchange: USD 1,16						
			651	SOLAS ADMINISTRATION / WEIGHING FEE SOLAS ADM	17,25					
			1,00 X 17,25	exchange: USD 1,16						
			1,00 X 15,00	EUR exchange: USD 1,16						
			TOTAL:			1.375,48				
01/26/113167	31/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	COLLECT

Bollo assolto in modo virtuale.

**SACO COMBIMAR S.P.A.**

Sede Legale Via Primo Maggio 1 - 20066 Melzo (MI)

C.F./P.IVA/R.I.MI-MB-LO n. 05444010960 - REA MI 1821952 - Cod. destin. 1YY4LRX

Capitale sociale € 3.000.000,00 interamente versato

Attached List**Number 31113 on 20/04/2026****Groupage: 01/26/910984 Container: MRKU 553781 / 9**

Riferimenti: VS RIFERIMENTO ID-LDV	UCA-MEX-SI05047 143360 26ITQ1W1TCK61955A1			201	OFR - NOLO MARE VERACRUZ	45,00				
				1 X 45,00	exchange: USD 1,16					
				218	FUEL SURCHARGE VERACRUZ	8,00				
				1 X 8,00	exchange: USD 1,16					
				243	B/I Issuance	25,00				
				266	COMMISSION VERACRUZ	30,00				
				1 X 30,00	exchange: USD 1,16					
				269	INLAND CONTRIBUTION FEE	6,00				
				1 X 6,00	exchange: USD 1,16					
				290	PICK-UP LAZIO	120,89				
				2,63 X 46,00	exchange: USD 1,16					
				300	Warehouse Charges	21,60				
				9,00 X 2,40	exchange: USD 1,16					
				400	Customs Clearance	25,00				
				1,00 X 25,00	exchange: USD 1,16					
				406	EUR 1	20,00				
				1,00 X 20,00	exchange: USD 1,16					
				467	WAITING TIMES - LOADING AND UNLOADING	3,00				
				1 X 3,00	exchange: USD 1,16					
				501	TERMINAL GATE & SECURITY FEE	0,75				
				563	EPDFS (Emergency Pick up - Fuel Surcharge)	4,84				
				120,89 X 4,00	exchange: USD 1,16					
				564	INLAND FUEL SURCHARGE	3,00				
				1 X 3,00	exchange: USD 1,16					
				585	CONGESTION FEE PORT OF GENOVA	2,00				
				1 X 2,00	exchange: USD 1,16					
				651	SOLAS ADMINISTRATION / WEIGHING FEE SOLAS ADM	17,25				
				1,00 X 17,25	exchange: USD 1,16					
			1,00 X 15,00	EUR exchange: USD 1,16						
			TOTAL:			332,33				
01/26/113210	31/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti: VS RIFERIMENTO		WWA SHIPMENT REFERENCE		WWA0001019652 11412558 C03261764 26ITQ1W1TCI84523A3	266 COMMISSION VERACRUZ			43,20		
					1,44 X 30,00 exchange: USD 1,16					
					TOTAL:			43,20		
01/26/113212	31/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti: VS RIFERIMENTO		CONCERIA PAPETE SR		01/26/113212ITMIL01 26ITQ1W1TCI84590A8	266 COMMISSION VERACRUZ			328,95		
					7,31 X 45,00 exchange: USD 1,16					
					TOTAL:			328,95		
01/26/113229	31/03/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	COLLECT

Bollo assolto in modo virtuale.

**SACO COMBIMAR S.P.A.**

Sede Legale Via Primo Maggio 1 - 20066 Melzo (MI)

C.F./P.IVA/R.I.MI-MB-LO n. 05444010960 - REA MI 1821952 - Cod. destin. 1YY4LRX

Capitale sociale € 3.000.000,00 interamente versato

Attached List**Number 31113 on 20/04/2026****Groupage: 01/26/910984 Container: MRKU 553781 / 9**

Riferimenti:	VS RIFERIMENTO	ARG-26-03-08	201	OFR - NOLO MARE VERACRUZ	380,25					
	ID-LDV	143449	8,45 X	45,00 exchange: USD 1,16						
WWA SHIPMENT REFERENCE	01/26/113229ITMIL01	218	FUEL SURCHARGE VERACRUZ	67,60						
	26ITQ1W1TCK61917A1	8,45 X	8,00 exchange: USD 1,16							
		243	B/I Issuance	25,00						
		264	DELIVERY OF DOCS WITH COURRIER	68,99						
		266	COMMISSION VERACRUZ	253,50						
		8,45 X	30,00 exchange: USD 1,16							
		269	INLAND CONTRIBUTION FEE	50,70						
		8,45 X	6,00 exchange: USD 1,16							
		290	PICK-UP PIEMONTE	160,55						
		8,45 X	19,00 exchange: USD 1,16							
		300	Warehouse Charges	45,60						
		19,00 X	2,40 exchange: USD 1,16							
		400	Customs Clearance	25,00						
		1,00 X	25,00 exchange: USD 1,16							
		406	EUR 1	20,00						
		1,00 X	20,00 exchange: USD 1,16							
		467	WAITING TIMES - LOADING AND UNLOADING	15,00						
		501	TERMINAL GATE & SECURITY FEE	0,75						
		563	EPDFS (Emergency Pick up - Fuel Surcharge)	6,42						
		160,55 X	4,00 exchange: USD 1,16							
		564	INLAND FUEL SURCHARGE	25,35						
		8,45 X	3,00 exchange: USD 1,16							
		585	CONGESTION FEE PORT OF GENOVA	16,90						
		8,45 X	2,00 exchange: USD 1,16							
		651	SOLAS ADMINISTRATION / WEIGHING FEE SOLAS ADM	17,25						
		1,00 X	17,25 exchange: USD 1,16							
		1,00 X	15,00 EUR exchange: USD 1,16							
				TOTAL:	1.178,86					
01/26/113365	01/04/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti:	VS RIFERIMENTO	SGOTS407653	266	COMMISSION VERACRUZ	15,00					
	WWA SHIPMENT REFERENCE	01/26/113365ITMIL01	1 X	15,00 exchange: USD 1,16						
		26ITQ1W1TCK60355A4	TOTAL:			15,00				
01/26/113399	01/04/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti:	VS RIFERIMENTO	2103180459	266	COMMISSION VERACRUZ	30,00					
	WWA SHIPMENT REFERENCE	11413331	1 X	30,00 exchange: USD 1,16						
VS RIFERIMENTO	OA52-2600341	TOTAL:			30,00					
		26ITQ1W1TCJ81993A4								
01/26/113500	01/04/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti:	VS RIFERIMENTO	0345-E/2026	266	COMMISSION VERACRUZ	30,00					
	WWA SHIPMENT REFERENCE	01/26/113500ITMIL01	1 X	30,00 exchange: USD 1,16						
ID-LDV	143902	TOTAL:			30,00					
		26ITQ1W1TCI65590A8								
01/26/113732	02/04/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti:	VS RIFERIMENTO	CONCERIA PAPETE SR	266	COMMISSION VERACRUZ	82,35					
	WWA SHIPMENT REFERENCE	01/26/113732ITMIL01	1,83 X	45,00 exchange: USD 1,16						
		26ITQ1W1TCI84593A5	TOTAL:			82,35				
01/26/114493	09/04/2026	SA	COLOMBIA	MAERSK LINE	616W	15/04/2026	GENOVA GE	VERACRUZ	MX	PREPAID
Riferimenti:	VS RIFERIMENTO	C2601111382	266	COMMISSION VERACRUZ	180,88					
	WWA SHIPMENT REFERENCE	01/26/114493ITMIL01	5,32 X	34,00 exchange: USD 1,16						
				TOTAL:	180,88					

Bollo assolto in modo virtuale.

**SACO COMBIMAR S.P.A.**

Sede Legale Via Primo Maggio 1 - 20066 Melzo (MI)

C.F./P.IVA/R.I.MI-MB-LO n. 05444010960 - REA MI 1821952 - Cod. destin. 1YY4LRX

Capitale sociale € 3.000.000,00 interamente versato

Attached ListNumber **31113** on **20/04/2026**Groupage: **01/26/910984** Container: **MRKU 553781 / 9**

TOTAL:	4.301,95
---------------	-----------------

Bollo assolto in modo virtuale.

**SACO COMBIMAR S.P.A.**

Sede Legale Via Primo Maggio 1 - 20066 Melzo (MI)

C.F./P.IVA/R.I.MI-MB-LO n. 05444010960 - REA MI 1821952 – Cod. destin. 1YY4LRX

Capitale sociale € 3.000.000,00 interamente versato

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/111553

Shipper

JAS AS AGENT FOR BLUE WORLD LINE
VIA RAFFAELLO SANZIO, 6/8
SEGRATE MI 20054 Italy

**Consignee to order of**

JAS FORWARDING DE MEXICO SA DE CV
AS AGENT FOR BLUE WORLD LINE AVENID
EJERCITO NACIONAL 453 PISO 8, GRANA
MEXICO CITY CDM 11520 Mexico
RFC+JFM980721IG5

Notify Party and address

JAS FORWARDING DE MEXICO SA DE CV
AS AGENT FOR BLUE WORLD LINE AVENID
EJERCITO NACIONAL 453 PISO 8, GRANA
MEXICO CITY CDM 11520 Mexico
mx-import-ocean@jas.com
RFC+JFM980721IG5

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ		FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 CASONATO STEELCO SPA SA DE CV Mexico 1/1	1 PACKAGES	ACQUEOS SOLUTION UN 2014 HYDROGEN PEROXIDE, CLASS 5.1 (8), PG II, IMDG SEGREGATION GROUP 16 - PEROXIDES (SGH16) EMS: F-H, S-Q DANGEROUS GOODS IN LIMITED QUANTITY - 100 X FIBERBOARD BOXES EACH CONTAINING 20 PLASTIC CARTRIDGES X 12 ML EACH H.S. CODE 28470000 "FREIGHT PREPAID"	100,000	1,100

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

PHONE NUMBER :

FREIGHT AND CHARGES:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

Note:

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

- The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.
- Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.
- Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

- The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.
- Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.
- Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.
- Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory documents relating thereto for all sums due from him to the Carrier in connection with any other shipment of the Merchant. The Carrier may exercise its lien at any time and place in its sole discretion and may dispose of or sell the Goods privately or by public auction without notice to the Merchant.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York/Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

MODELLO PER IL TRASPORTO MULTIMODALE DI MERCI PERICOLOSE - MULTIMODAL DANGEROUS GOODS FORM

Questo modello può essere usato come dichiarazione per merci pericolose in accordo ai requisiti della SOLAS 74, capitolo VII, regola 4; MARPOL 73/78, Annesso III, regola 4. This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, chapter VII, regulation 4; MARPOL 73/78, Annex III, regulation 4.

1 Spediteore Shipper/Consignor/Sender STEELCO SPA VIA BALEGANTE 27 31039 RIESE PIO X (TV) – ITALY		2 Numero del documento di trasporto Transport document number 		3 Pagina 1 di pagine Page 1 of pages Pag. 1 di 1		4 Riferimento dello spediteore Shipper's reference n° di 26005117		5 Riferimento spedizioniere Freight forwarder's reference 	
6 Destinatario Consignee Casonato Steelco SPA S.A. de C.V. Calz. Vallejo #1258 Col. Venustiano 54170 Tlalnepantla de Baz		7 Vettore (a cura del vettore) Carrier (to be completed by the carrier) DICHIARAZIONE DELLO SPEDITEORE Io sottoscritto dichiaro che i contenuti di questa spedizione sono di seguito descritti in modo completo ed accurato con il Nome di Spedizione Appropriato, e sono classificati, imballati, marcati ed etichettati/pannellati conformemente ai regolamenti internazionali e nazionali applicabili. SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled/placarded and are in all respect in proper condition for transport according to the applicable international and national governmental regulations.							
8 Questa spedizione è sottoposta alle limitazioni prescritte per (Cancellare ove non applicabile) This shipment is within the limitations prescribed for (Delete non-applicable) AEREO PASSEGGERI E CARGO SOLO AEREO CARGO PASSENGER AND CARGO AIRCRAFT CARGO AIRCRAFT ONLY		9 Informazioni aggiuntive relative alla movimentazione Additional handling information EMERGENCY NUMBER: + 39 0423 756236 – Daniele Fantinato +39 3488468168 – Daniele Fantinato							
10 Nave / volo No. e data Vessel / flight No. and date		11 Porto / luogo di imbarco Port / place of loading		12 Porto / luogo di sbarco Port / place of discharge		13 Destinazione Destination MEXICO			
14 Marchi spedizione Shipping marks		*Numero e tipo di imballaggi; descrizione delle merci *Number and kind of packages; description of goods		Massa lorda (Kg) Gross mass (Kg)		Massa netta (Kg) Net mass (Kg)		Volume (m³) Cube (m³)	
		UN2014 HYDROGEN PEROXIDE, ACQUEOS SOLUTION, Class 5.1 (8), PG II, IMDG Segregation Group 16 – Peroxides (SGG16) EMS: F-H, S-Q Dangerous Goods in Limited Quantity - 100 x Fibreboard boxes each containing 20 plastic cartridges x 12ml each		100,00 Kg		24,00 Kg			
15 No. identificazione container / No. immatricolazione veicolo Container identification No. / vehicle registration No.		16 Numero(i) sigillo Seal number(s)		17 Dimensione e tipo del contenitore/veicolo Container/vehicle size & type		18 Tara (Kg) Tare mass (Kg)		19 Massa lorda totale (compresa la tara) (Kg) Total gross mass (including tare) (Kg)	
CERTIFICATO DI RIEMPIMENTO DEL CONTAINER/VEICOLO Io sottoscritto dichiaro che le merci sopra descritte sono state sistemate/caricate nel container/veicolo sopra identificato conformemente alle disposizioni applicabili.† DEVE ESSERE COMPLETATO E FIRMATO PER TUTTI I CARICHI NEL CONTENITORE/VEICOLO DALLA PERSONA RESPONSABILE DELLA SISTEMAZIONE/CARICAZIONE. CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions.† MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING.		21 RICEVUTA ALLA RICEZIONE DELLE MERCI Ricevuto il suddetto numero di colli/containers/rimorchi in apparente buon ordine e condizione, salvo le seguenti riserve: ANNOTAZIONI DEL RICEVENTE RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANIZATION REMARKS							
20 Nome della società Name of company		Nome del trasportatore Haulier's name		22 Nome della società (DELLO SPEDITEORE CHE PREPARA QUESTO DOCUMENTO) Name of company (OF SHIPPER PREPARING THIS NOTE)		Steelco Spa			
Nome/posizione del dichiarante Name/status of declarant		No. immatricolazione veicolo Vehicle registration No.		Nome/posizione del dichiarante Name/status of declarant		Daniele Fantinato			
Luogo e data Place and date		Firma e data Signature and date		Luogo e data Place and date		Riese Pio X (TV) IT – 19.03.2026			
Firma del dichiarante Signature of declarant		FIRMA DEL CONDUCENTE DRIVER'S SIGNATURE		Firma del dichiarante Signature of declarant					

* MERCI PERICOLOSE
Si deve specificare: Nome di Spedizione Appropriato, classe di pericolo, No. UN, gruppo di imballaggio, (dove assegnato) inquinante marino ed osservare le prescrizioni dello spediteore in applicazione ai regolamenti nazionali ed internazionali. Allo scopo del Codice IMDG vedere 5.4.1.4.
† Allo scopo del Codice IMDG, vedere 5.4.2.
* DANGEROUS GOODS
You must specify: Proper Shipping Name, hazard class, UN No., packing group, (where assigned) marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purposes of the IMDG Code see 5.4.1.4.
† For the purposes of IMDG Code, see 5.4.2.



Steelco S.p.A.

SteelcoPro PL

Revision nr. 6

Dated 24/05/2024

Page n. 1/17

Replaced revision: 5 (Printed on: 18/02/2021)

Safety Data Sheet

According to Annex II to REACH - Regulation 2020/878

SECTION 1. Identification of the substance/mixture and of the company/undertaking

1.1. Product identifier

Code:	STP PL
Product name	SteelcoPro PL
Chemical name and synonym	Hydrogen Peroxide 60%
INDEX number	008-003-00-9
EC number	231-765-0
CAS number	7722-84-1
Registration Number	01-2119485845-22-xxxx

1.2. Relevant identified uses of the substance or mixture and uses advised against

Intended use	Hydrogen Peroxide based Sterilizing Solution
--------------	---

Uses advised against:	Uses other than those indicated.
-----------------------	----------------------------------

1.3. Details of the supplier of the safety data sheet

Name	STEELCO S.p.A.
Full address	Via Balegante, 27
District and Country	31039 Riese Pio X (TV)
	ITALY
	tel. +39 0423 7561
	fax +39 0423 755528

e-mail address of the competent person
responsible for the Safety Data Sheet

info@steelcogroup.com

1.4. Emergency telephone number

Poison Information Center of Ireland (active 24/7): 018092566
Child Poison Information Center (8am-10pm, 7 days a week): 018092166



Steelco S.p.A.

SteelcoPro PL

Revision nr. 6

Dated 24/05/2024

Page n. 2/17

Replaced revision: 5 (Printed on: 18/02/2021)

SECTION 2. Hazards identification

2.1. Classification of the substance or mixture

The product is classified as hazardous pursuant to the provisions set forth in (EC) Regulation 1272/2008 (CLP) (and subsequent amendments and supplements). The product thus requires a safety datasheet that complies with the provisions of (EU) Regulation 2020/878. Any additional information concerning the risks for health and/or the environment are given in sections 11 and 12 of this sheet.

Hazard classification and indication:

Oxidising liquid, category 2	H272	May intensify fire; oxidiser.
Acute toxicity, category 4	H302	Harmful if swallowed.
Acute toxicity, category 4	H332	Harmful if inhaled.
Skin corrosion, category 1B	H314	Causes severe skin burns and eye damage.
Serious eye damage, category 1	H318	Causes serious eye damage.
Specific Toxicity for Organs, Singol Exposure, Category 3	H335	May cause respiratory irritation
Hazardous to the aquatic environment, chronic toxicity, category 3	H412	Harmful to aquatic life with long lasting effects.

Classification note/notes
according to Annex VI to
the CLP Regulation: B

2.2. Label elements

Hazard labelling pursuant to EC Regulation 1272/2008 (CLP) and subsequent amendments and supplements.

Hazard pictograms:



Signal words: Danger

Hazard statements:

H272	May intensify fire; oxidiser.
H302+H332	Harmful if swallowed or if inhaled.
H314	Causes severe skin burns and eye damage.
H335	May cause respiratory irritation
H412	Harmful to aquatic life with long lasting effects.

Precautionary statements:

P210	Keep away from heat, hot surfaces, sparks, open flames and other ignition sources. No smoking.
P220	Keep away from clothing and other combustible materials.
P280	Wear protective gloves/ protective clothing / eye protection / face protection.
P301+P330+P331	IF SWALLOWED: Rinse mouth. Do NOT induce vomiting.
P303+P361+P353	IF ON SKIN (or hair): Take off immediately all contaminated clothing. Rinse skin with water [or shower].
P305+P351+P338	IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing.
P310	Immediately call a POISON CENTER / doctor

Contains: Hydrogen Peroxide 60%
INDEX 008-003-00-9

2.3. Other hazards

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 3/17 Replaced revision: 5 (Printed on: 18/02/2021)

On the basis of available data, the product does not contain any PBT or vPvB in percentage $\geq$ than 0,1%.

The product does not contain substances with endocrine-disrupting properties in accordance with the criteria established in Reg. (EU) 2017/2100 or Reg. (EU) 2018/605 in a percentage equal to or greater than 0.1% by weight.

SECTION 3. Composition/information on ingredients

3.1. Substances

Contains:

Identification	Conc. %	Classification 1272/2008 (CLP)
HYDROGEN PEROXIDE SOLUTION CAS 7722-84-1	60	Ox. Liq. 1 H271, Acute Tox. 4 H302, Acute Tox. 4 H332, Skin Corr. 1A H314, Eye Dam. 1 H318, Aquatic Chronic 3 H412, Classification note/notes according to Annex VI to the CLP Regulation: B <i>Limiti di concentrazione specifici (allegato VI del Reg. 1272/2008)</i> STOT SE 3; H335: $C \geq 35 \%$ Eye Dam. 1; H318: $8 \% \leq C < 50 \%$ Eye Irrit. 2; H319: $5 \% \leq C < 8 \%$ Ox. Liq. 1; H271: $C \geq 70 \%$ Ox. Liq. 2; H272: $50 \% \leq C < 70 \%$ Skin Corr. 1A; H314: $C \geq 70 \%$ Skin Corr. 1B; H314: $50 \% \leq C < 70 \%$ Skin Irrit. 2; H315: $35 \% \leq C < 50 \%$ LD50 Oral: 693,7 mg/kg, STA Vapour Inhalation: 11 mg/l
EC 231-765-0		
INDEX 008-003-00-9		
Reg. no. 01-2119485845-22-xxxx		

The full wording of hazard (H) phrases is given in section 16 of the sheet.

SECTION 4. First aid measures

4.1. Description of first aid measures

EYES: Remove contact lenses, if present. Wash immediately with plenty of water for at least 30-60 minutes, opening the eyelids fully. Get medical advice/attention.

SKIN: Remove contaminated clothing. Rinse skin with a shower immediately. Get medical advice/attention.

INGESTION: Have the subject drink as much water as possible. Get medical advice/attention. Do not induce vomiting unless explicitly authorised by a doctor.

INHALATION: Get medical advice/attention immediately. Remove victim to fresh air, away from the accident scene. If the subject stops breathing, administer artificial respiration. Take suitable precautions for rescue workers.

PROTECTION MEASURES FOR FIRST AID: for the PPE necessary for first aid interventions refer to section 8.2 of the present safety data sheet.

4.2. Most important symptoms and effects, both acute and delayed

Eyes: from painful irritation to severe chemical burns (conjunctival hyperemia, conjunctivitis, edema, blepharospasm, iritis, corneal turbidity, epithelial defects, permanent corneal damage).

Skin: solutions starting from approx. 10%: temporary bleaching (oxygen emphysema in interstitial tissue, gas embolism in blood capillaries), erythema, pain; from a concentration of approx. 70%: chemical burns, comparable to third degree burns; contamination of large areas could lead to systemic oxygen embolism.

Inhalation: mucosal irritation, inflammatory tissue reactions, obstruction, glottic and pulmonary edema, dyspnoea up to respiratory failure; extreme cases could lead to systemic effects.

Ingestion: irritation up to corrosion of the mucous membranes in contact especially in the upper digestive tract, distension of the stomach, displacement of

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 4/17 Replaced revision: 5 (Printed on: 18/02/2021)

the upper respiratory tract due to foaming, gastritis, duodenitis, colitis, acute visceral congestion, formation of vacuoles in the submucosal gastrointestinal tract, in lymphatic channels, mesenteric lymph nodes or mucosal-associated lymphoid tissue, as well as vacuolation in other organs, systemic effects due to air embolism.

Systemic effects: shock, acute coronary insufficiency, status epilepticus, cerebrovascular collapse, respiratory failure.

The most frequent cause of death after ingestion of solutions W> 10% is the obstruction of the respiratory tract due to the formation of foam (-> mechanical asphyxia).

4.3. Indication of any immediate medical attention and special treatment needed

Treat symptomatically.

In the event of an accident or discomfort, consult a doctor immediately (if possible show the instructions for use or the safety data sheet).

SECTION 5. Firefighting measures

5.1. Extinguishing media

SUITABLE EXTINGUISHING EQUIPMENT

Choose the most appropriate extinguishing equipment for the specific case.

UNSUITABLE EXTINGUISHING EQUIPMENT

None in particular.

5.2. Special hazards arising from the substance or mixture

HAZARDS CAUSED BY EXPOSURE IN THE EVENT OF FIRE

The product is neither flammable nor combustible.

In case of surrounding fire, danger of decomposition with development of oxygen. The release of oxygen can promote fires. Danger of overpressure and bursting in case of decomposition in closed containers.

5.3. Advice for firefighters

GENERAL INFORMATION

Cool the containers with jets of water to avoid product decomposition and the development of substances potentially hazardous to health.

Always wear full fire protection equipment. Collect the extinguishing water which must not be discharged into sewers. Dispose of the contaminated water used for extinguishing and the residue of the fire according to current regulations.

PROTECTIVE EQUIPMENT FOR FIRE-FIGHTERS

Normal fire fighting clothing i.e. fire kit (BS EN 469), gloves (BS EN 659) and boots (HO specification A29 and A30) in combination with self-contained open circuit positive pressure compressed air breathing apparatus (BS EN 137).

SECTION 6. Accidental release measures

6.1. Personal precautions, protective equipment and emergency procedures

Block the leakage if there is no hazard.

Wear suitable protective equipment (including personal protective equipment referred to under Section 8 of the safety data sheet) to prevent any contamination of skin, eyes and personal clothing. These indications apply for both processing staff and those involved in emergency procedures.

6.1.1 For those who do not intervene directly

Do not take any action involving any personal risk or without proper training. Evacuate the surrounding areas. Do not touch or walk on the spilled material.

Wear suitable protective equipment (including personal protective equipment referred to in section 8 of this Safety Data Sheet) to prevent contamination of skin, eyes and personal clothing. Wear appropriate respirator when ventilation is inadequate.

Do not inhale the mists / vapors / fumes. Avoid the dispersion of the product into the environment. Follow the appropriate internal procedures for personnel not authorized to intervene directly in the event of accidental release.

6.1.2 For those who intervene directly

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 5/17 Replaced revision: 5 (Printed on: 18/02/2021)

Stop the leak if there is no danger.

Evacuate unauthorized personnel. Wear suitable protective equipment. (see section 8 of this Safety Data Sheet). Follow the appropriate internal procedures for authorized personnel. Isolate the danger area and deny entry. Ventilate enclosed spaces before entering.

6.2. Environmental precautions

The product must not penetrate into the sewer system or come into contact with surface water or ground water.

6.3. Methods and material for containment and cleaning up

Collect the leaked product into a suitable container. Evaluate the compatibility of the container to be used, by checking section 10. Absorb the remainder with inert absorbent material.

Make sure the leakage site is well aired. Contaminated material should be disposed of in compliance with the provisions set forth in point 13.

6.4. Reference to other sections

Any information on personal protection and disposal is given in sections 8 and 13.

SECTION 7. Handling and storage

7.1. Precautions for safe handling

Ensure that there is an adequate earthing system for the equipment and personnel. Avoid contact with eyes and skin. Do not breathe powders, vapours or mists. Do not eat, drink or smoke during use. Wash hands after use. Avoid leakage of the product into the environment.

7.2. Conditions for safe storage, including any incompatibilities

Store only in the original container. Store in a ventilated and dry place, far away from sources of ignition. Keep containers well sealed. Keep the product in clearly labelled containers. Avoid overheating. Avoid violent blows. Keep containers away from any incompatible materials, see section 10 for details.

No use other than that indicated in section 1.2 of this safety data sheet

7.3. Specific end use(s)

No use other than that indicated in section 1.2 of this safety data sheet

SECTION 8. Exposure controls/personal protection

8.1. Control parameters

Regulatory References:

DEU	Deutschland	Technischen Regeln für Gefahrstoffe (TRGS 900) - Liste der Arbeitsplatzgrenzwerte und Kurzzeitwerte. MAK- und BAT-Werte-Liste 2020, Ständige Senatskommission zur Prüfung gesundheitsschädlicher Arbeitsstoffe, Mitteilung 56
ESP	España	Límites de exposición profesional para agentes químicos en España 2019
FRA	France	Valeurs limites d'exposition professionnelle aux agents chimiques en France. ED 984 - INRS
GBR	United Kingdom	EH40/2005 Workplace exposure limits (Fourth Edition 2020)
	TLV-ACGIH	ACGIH 2020

HYDROGEN PEROXIDE SOLUTION

Threshold Limit Value

Type	Country	TWA/8h	STEL/15min	Remarks / Observations
		mg/m3	ppm	
		mg/m3	ppm	

 	Steelco S.p.A.				Revision nr. 6
	SteelcoPro PL				Dated 24/05/2024 Page n. 6/17 Replaced revision: 5 (Printed on: 18/02/2021)

MAK	DEU	0,71	0,5	0,71	0,5
VLA	ESP	1,4	1		
VLEP	FRA	1,5	1		
WEL	GBR	1,4	1	2,8	2
TLV-ACGIH		1,4	1		

Predicted no-effect concentration - PNEC					
Normal value in fresh water				12,6	µg/L
Normal value in marine water				12,6	µg/L
Normal value for fresh water sediment				47	µg/kg
Normal value for marine water sediment				47	µg/kg
Normal value for water, intermittent release				19,8	µg/L
Normal value of STP microorganisms				4,66	mg/l
Normal value for the terrestrial compartment				2,3	µg/kg

Health - Derived no-effect level - DNEL / DMEL								
Effects on consumers				Effects on workers				
Route of exposure	Acute local	Acute systemic	Chronic local	Chronic systemic	Acute local	Acute systemic	Chronic local	Chronic systemic
Oral					VND	VND	VND	VND
Inhalation	1,93 mg/m3	VND	210 µg/m³	VND	3 mg/m3	VND	1,4 mg/m3	VND
Skin					VND	VND	VND	VND

Legend:

(C) = CEILING ; INHAL = Inhalable Fraction ; RESP = Respirable Fraction ; THORA = Thoracic Fraction.

VND = hazard identified but no DNEL/PNEC available ; NEA = no exposure expected ; NPI = no hazard identified.

8.2. Exposure controls

As the use of adequate technical equipment must always take priority over personal protective equipment, make sure that the workplace is well aired through effective local aspiration.

When choosing personal protective equipment, ask your chemical substance supplier for advice.

Personal protective equipment must be CE marked, showing that it complies with applicable standards.

Provide an emergency shower with face and eye wash station.

HAND PROTECTION

Protect hands with category III work gloves (see standard EN 374).

The following should be considered when choosing work glove material: compatibility, degradation, failure time and permeability.

The work gloves' resistance to chemical agents should be checked before use, as it can be unpredictable. The gloves' wear time depends on the duration and type of use.

SKIN PROTECTION

Wear category II professional long-sleeved overalls and safety footwear (see Regulation 2016/425 and standard EN ISO 20344). Wash body with soap and water after removing protective clothing.

EYE PROTECTION

Wear airtight protective goggles (see standard EN 166).

In the presence of risks of exposure to splashes or squirts during work, adequate mouth, nose and eye protection should be used to prevent accidental absorption.

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 7/17 Replaced revision: 5 (Printed on: 18/02/2021)

RESPIRATORY PROTECTION

If the threshold value (e.g. TLV-TWA) is exceeded for the substance or one of the substances present in the product, use a mask with a type B filter whose class (1, 2 or 3) must be chosen according to the limit of use concentration. (see standard EN 14387). In the presence of gases or vapours of various kinds and/or gases or vapours containing particulate (aerosol sprays, fumes, mists, etc.) combined filters are required.

Respiratory protection devices must be used if the technical measures adopted are not suitable for restricting the worker's exposure to the threshold values considered. The protection provided by masks is in any case limited.

If the substance considered is odourless or its olfactory threshold is higher than the corresponding TLV-TWA and in the case of an emergency, wear open-circuit compressed air breathing apparatus (in compliance with standard EN 137) or external air-intake breathing apparatus (in compliance with standard EN 138). For a correct choice of respiratory protection device, see standard EN 529.

ENVIRONMENTAL EXPOSURE CONTROLS

The emissions generated by manufacturing processes, including those generated by ventilation equipment, should be checked to ensure compliance with environmental standards.

Product residues must not be indiscriminately disposed of with waste water or by dumping in waterways.

SECTION 9. Physical and chemical properties

9.1. Information on basic physical and chemical properties

Appearance	liquid	
Colour	transparent	
Odour	pungent	
Odour threshold	Not determined	
pH	3	
Melting point / freezing point	-33 °C	
Initial boiling point	108 °C	
Boiling range	Not determined	
Flash point	> 60 °C	Temperature: not flammable
Evaporation rate	Not determined	
Vapour pressure	10,42 hPa (20 °C)	
Vapour density	1,2	
Relative density	1,241 g/cm ³ 20 °C	
Solubility	soluble in water	
Partition coefficient: n-octanol/water	log Pow= -1,57	
Auto-ignition temperature	Not applicable	
Decomposition temperature	>60	
Viscosity	1,249 mPa s	
Explosive properties	Not explosive	
Oxidising properties	Oxidant Cat.2	

9.2. Other information

9.2.1. Information on classes of physical haz

Information not available

9.2.2. Other security features

Oxidizing properties

SECTION 10. Stability and reactivity

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 8/17 Replaced revision: 5 (Printed on: 18/02/2021)

10.1. Reactivity

Decomposes if exposed to: light,heat.Decomposes on contact with: alkaline metals. Possibility of explosion.
The substance is a strong oxidizing agent and highly reactive.

10.2. Chemical stability

In contact with impurities, decomposition catalysts, incompatible substances, and combustible substances, the substance can give rise to a self-accelerated exothermic decomposition reaction with formation of oxygen.

10.3. Possibility of hazardous reactions

The product may react violently with water.

The product is a strong oxidizing and reactive agent.

Danger of decomposition if exposed to heat. Impurities, decomposition catalysts, incompatible substances, combustible substances, can cause self-accelerated, exothermic decomposition and oxygen formation.

Risk of overpressure and bursting due to decomposition in confined spaces and pipes.

The release of oxygen can promote combustion.

10.4. Conditions to avoid

Avoid overheating. Prevent moisture or water from penetrating inside the containers.

Avoid exposure to: light,heat.Avoid contact with: alkaline substances. Sunrays, sources of heat, heating.

10.5. Incompatible materials

Incompatible with: flammable substances, acetone, ethanol, glycerol, organic sulphides, hydrated bases, oxidising substances, iron, copper, bronze, chromium, zinc, lead, silver, manganese, acetic acid.

Impurities, decomposition catalysts, metal salts, alkalis, hydrochloric acid, reducing agents (Risk of decomposition.). Flammable substances (Fire hazard). Organic solvents (Explosion hazard)

10.6. Hazardous decomposition products

Oxygen.

SECTION 11. Toxicological information

In the absence of experimental data for the product itself, health hazards are evaluated according to the properties of the substances it contains, using the criteria specified in the applicable regulation for classification.

It is therefore necessary to take into account the concentration of the individual hazardous substances indicated in section 3, to evaluate the toxicological effects of exposure to the product.

11.1. Information on toxicological effects

Metabolism, toxicokinetics, mechanism of action and other information

It is an endogenous product formed in the cells of the organism. It penetrates through the skin and mucous membranes and decomposes in the underlying tissues. This causes diffuse infiltration of the released oxygen and the formation of emboli.

In the mammalian organism, the enzymes that mostly work for the metabolism of the substance are glutathione peroxidase and catalase (INRS, 2007).

Information on likely routes of exposure

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 9/17 Replaced revision: 5 (Printed on: 18/02/2021)

The primary route of exposure for hydrogen peroxide solution is through the respiratory tract and skin. (GESTIS Substance Database)

Delayed and immediate effects as well as chronic effects from short and long-term exposure

Acute Effects:

Depending on the concentration: irritating to corrosive effects on the skin and mucous membranes, especially those of the eyes; Inflammatory changes of the respiratory tract, in extreme cases lung damage due to higher vapor / aerosol concentrations.

Chronic Effects:

Irritation of the mucous membranes (mainly of the eyes and throat) and gradual discoloration of the hair; possible skin changes. (GESTIS Substance Database)

ACUTE TOXICITY

ATE (Inhalation) of the mixture:

18,33 mg/l

ATE (Oral) of the mixture:

695,92 mg/kg

ATE (Dermal) of the mixture:

Not classified (no significant component)

LD50 (Oral) 1193 mg/kg Rat - concentration of 35%

LD50 (Dermal) 2000 mg/kg bw Rabbit

Method: equivalent or similar to OECD 401

Reliability (Klimisch score): 1

Species: Rat (Male / Female)

Routes of exposure: oral

Results: LD50 = 1026 mg / kg bw

Details of the tested material: 70% Hydrogen Peroxide

Method: equivalent or similar to OECD 403

Reliability (Klimisch score): 1

Species: Rat (Sprague-Dawley; Male / Female)

Routes of exposure: inhalation (vapors)

Results: LD50 not determinable at concentrations of 170 mg / m3

Details of the tested material: 50% Hydrogen Peroxide

Method: equivalent or similar to OECD 402

Reliability (Klimisch score): 1

Species: Rabbit (New Zealand White, male / female)

Routes of exposure: cutaneous

Results: LC50 = not determinable at a concentration of 2000 mg / kg bw

Details of the tested material: Hydrogen Peroxide 35%

SKIN CORROSION / IRRITATION

Corrosive for the skin.

Method: equivalent or similar to OECD 404

Reliability (Klimisch score): 1

Species: Rabbit (New Zealand White, male / female)

Routes of exposure: cutaneous

Results: Category 2 Irritant (EC1272 / 2008)

Details of the tested material: Hydrogen Peroxide 49.2%

SERIOUS EYE DAMAGE / IRRITATION

Causes serious eye damage

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 10/17 Replaced revision: 5 (Printed on: 18/02/2021)

Method: equivalent or similar to OECD 405
Reliability (Klimisch score): 1
Species: Rabbit (New Zealand White, male / female)
Routes of exposure: ocular
Results: Category 2 Irritant (GHS Criteria)
Details of the tested material: Hydrogen Peroxide 10%

RESPIRATORY OR SKIN SENSITISATION

Does not meet the classification criteria for this hazard class

Based on the strength of evidence of the available data as determined by expert judgment, the substance is not classified for the respiratory or skin sensitization hazard class.

GERM CELL MUTAGENICITY

Does not meet the classification criteria for this hazard class

Method: equivalent or similar to OECD 474
Reliability (Klimisch score): 1
In vivo test
Species: Mouse (Swiss OF1 / ICO: OF1, male / female)
Routes of exposure: intraperitoneal
Results: negative with and without metabolic activation
Details of the tested material: Hydrogen Peroxide 35%

CARCINOGENICITY

Does not meet the classification criteria for this hazard class

Reference: publication (1996)
Species: hamster (Syrian; Male / Female)
Routes of exposure: oral mucosa
Results: negative. NOAEL (carcinogenicity): not detected
Details of the tested material: Hydrogen Peroxide 3%
Bibliographic reference: J Am Coll Toxicol 15 (1), 45-61

REPRODUCTIVE TOXICITY

Does not meet the classification criteria for this hazard class

Reference: publication (1958)
Species: Rat (Osborne-Mendel; Male / Female)
Routes of exposure: Oral
Results: no effect observed
Details of the tested material: 0.45% Hydrogen Peroxide
Bibliographic reference: Nature 181, 1453

Adverse effects on sexual function and fertility

Female rats that received 0.45% Hydrogen Peroxide with drinking water for 5 weeks gave birth to normal litters after mating with untreated males. The fertility of male mice was not changed 3 months after administering a 1% product to drinking water for 4 weeks (INRS, 2007).
Adverse effects on development of the offspring.

Reference: publication (1958)
Species: Rat (Wistar)
Routes of exposure: Oral

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 11/17 Replaced revision: 5 (Printed on: 18/02/2021)

Results: no effect observed
Details of the tested material: Hydrogen Peroxide 10%
Bibliographic reference: Acta Obst Gynaec Japan 34, 2149-2154

STOT - SINGLE EXPOSURE

Does not meet the classification criteria for this hazard class

Based on available data, the substance has no specific target organ toxicity effects for single exposure and is not classified under the relevant CLP hazard class.

Target organ

Respiratory tract.

Route of exposure

Inhalation (vapors).

STOT - REPEATED EXPOSURE

Does not meet the classification criteria for this hazard class

Method: OECD 40
Reliability (Klimisch score): 1
Species: Mouse (C57BL / 6NCrIBR; males / females)
Routes of exposure: oral
Results: negative. NOAEL = 100 ppm

Method: OECD 412
Reliability (Klimisch score): 1
Species: Rat (Alpk: ApfSD; males / females)
Routes of exposure: inhalation (aerosol)
Results: negative. NOAEL = 2.9 mg / m³ air

ASPIRATION HAZARD

Does not meet the classification criteria for this hazard class

No data are available on the hazard in case of aspiration.

11.2. Information on other hazards

The product does not contain substances with endocrine-disrupting properties in accordance with the criteria established in Reg. (EU) 2017/2100 or Reg. (EU) 2018/605 in a percentage equal to or greater than 0.1% by weight.

SECTION 12. Ecological information

This product is dangerous for the environment and the aquatic organisms. In the long term, it have negative effects on aquatic environment.

12.1. Toxicity

Activated sludge:

EC50 (30 min) = 466 mg/l (OECD 209)
EC50 (3 h) >1000 mg/l (OECD 209)



Group
Member

Steelco S.p.A.

SteelcoPro PL

Revision nr. 6

Dated 24/05/2024

Page n. 12/17

Replaced revision: 5 (Printed on: 18/02/2021)

LC50 - for Fish

16,4 mg/l/96h Pimephales promelas (USEPA Toxic Substances Control Act Test Guideline)

EC50 - for Crustacea

2,4 mg/l/48h Daphnia pulex (USEPA Toxic Substances Control Act Test Guidelines)

EC50 - for Algae / Aquatic Plants

1,38 mg/l/72h Skeletonema costatum, soluzione al 35%

Chronic NOEC for Fish

5 mg/L/96 h Pimephales promelas (USEPA Toxic Substances Control Act Test Guideline)

Chronic NOEC for Crustacea

1 mg/l Daphnia pulex (USEPA Toxic Substances Control Act Test Guidelines)

Chronic NOEC for Algae / Aquatic Plants

0,63 mg/l Skeletonema costatum, soluzione al 35%

12.2. Persistence and degradability

Quickly biodegradable, 99% in 30 min. (OECD 209)

Solubility in water

100000 mg/l

12.3. Bioaccumulative potential

Hydrogen Peroxide decomposes very quickly into water and oxygen.

Partition coefficient: n-octanol/water

-1,57

12.4. Mobility in soil

Soil/sediments: Log KOC = 0,2 no significant evaporation and adsorption.

Air, volatility, Henry's constant = 0,75 kPa m³/mol at 20°C

12.5. Results of PBT and vPvB assessment

On the basis of available data, the product does not contain any PBT or vPvB in percentage $\geq$ than 0,1%.

12.6. Endocrine disrupting properties

According to the available data, the product does not contain substances with endocrine-disrupting properties at a rate of 0.1% by weight or more.

SECTION 13. Disposal considerations

13.1. Waste treatment methods

Reuse if possible. Product residues are to be considered special hazardous waste. The dangerousness of the waste that partially contains this product must be evaluated according to the laws in force. (Ref. Annex D - Part IV of Legislative Decree n. 152/2006 and subsequent amendments and adjustments).

Disposal must be entrusted to an authorized waste management company, in compliance with national and possibly local regulations.

The legal responsibility for disposal lies with the producer / holder of the waste.

Different CER (European Refusal Code) codes could be applied to this product according to the specific circumstances that generated the waste, any alterations and contaminations.

The product as it is, out of specification in the original packaging, or poured into a suitable container for disposal as waste, or the product in specification but no longer usable (for example following an accidental spill), it is to be classified with a CER code compatible with the description of use indicated in section 1.2.

The suitable final destination of the waste will be evaluated by the manufacturer according to the chemical-physical characteristics of the waste itself, compatible with the plant

authorized to which it will be conferred for recovery, treatment or final disposal according to the procedures provided for by the regulations in force.

Disposal via the wastewater drain is not permitted.

CONTAMINATED PACKAGING

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 13/17 Replaced revision: 5 (Printed on: 18/02/2021)

Contaminated packaging must be sent, properly labeled, for recovery or disposal in compliance with national regulations on the management of waste and is to be classified with the following CER code:
15 01 10 *: packaging containing residues of dangerous substances or contaminated by these substances.

SECTION 14. Transport information

Product authorized for air transport because it complies with IATA SP A75 (Assessment report for compliance testing according special provision number G-20.167).

14.1. UN number

ADR / RID, IMDG, IATA: 2014

14.2. UN proper shipping name

ADR / RID: HYDROGEN PEROXIDE, AQUEOUS SOLUTION
IMDG: HYDROGEN PEROXIDE, AQUEOUS SOLUTION
IATA: HYDROGEN PEROXIDE, AQUEOUS SOLUTION

14.3. Transport hazard class(es)

ADR / RID: Class: 5.1 Label: 5.1 (8)
IMDG: Class: 5.1 Label: 5.1 (8)
IATA: Class: 5.1 Label: 5.1 (8)



14.4. Packing group

ADR / RID, IMDG, IATA: II

14.5. Environmental hazards

ADR / RID: NO
IMDG: NO
IATA: NO

14.6. Special precautions for user

ADR / RID:	HIN - Kemler: 58 Special provision: -	Limited Quantities: 1 L	Tunnel restriction code: (E)
IMDG:	EMS: F-H, S-Q	Limited Quantities: 1 L	
IATA:	Cargo:	Maximum quantity: 5 L	Packaging instructions: 554
	Pass.:	Maximum quantity: 1 L	Packaging instructions: 550
	Special provision:	-	

14.7. Transport in bulk according to Annex II of Marpol and the IBC Code

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 14/17 Replaced revision: 5 (Printed on: 18/02/2021)

The supplier does not provide for the transport of this product in bulk by ship, therefore the relevant provisions of the IMO for the transport of dangerous goods in bulk are not applicable.

SECTION 15. Regulatory information

15.1. Safety, health and environmental regulations/legislation specific for the substance or mixture

Seveso Category - Directive 2012/18/EC: P8

Restrictions relating to the product or contained substances pursuant to Annex XVII to EC Regulation 1907/2006

Product

Point 3
Liquid substances or mixtures that correspond to the criteria relating to one of the following hazard classes or categories referred to Annex I of Regulation (EC) No. 1272/2008:
a) hazard classes 2.1 to 2.4, 2.6 and 2.7, 2.8 types A and B, 2.9, 2.10, 2.12, 2.13 categories 1 and 2, 2.14 categories 1 and 2, 2.15 types from A to F;
b) hazard classes 3.1 to 3.6, 3.7 adverse effects on sexual function and fertility or development, 3.8 effects other than narcotic effects, 3.9 and 3.10;
c) hazard class 4.1;
d) hazard class 5.1.

Contained substance

Point 75
Substances included in one or more of the following:
a) substances classified in one of the following classes in Annex VI, part 3, of Regulation (EC) no. 1272/2008:
- category 1A, 1B or 2 carcinogenicity, category 1A, 1B or 2 germ cell mutagenicity, but excluding substances classified due to effects following exposure by inhalation only;
- Reproductive toxicity of category 1A, 1B or 2, but excluding substances classified due to effects following exposure by inhalation only;
- skin sensitization of category 1, 1A or 1B;
- skin corrosion of category 1, 1A, 1B or 1C or skin irritation of category 2;
- serious category 1 eye damage or category 2 eye irritation;
b) substances listed in Annex II of Regulation (EC) no. 1223/2009 of the European Parliament and of the Council (*);
c) substances listed in Annex IV of Regulation (EC) no. 1223/2009 for which a condition is indicated in at least one of the columns g, h or i of the table of that annex;
d) substances listed in Appendix 13 of this annex. The ancillary requirements referred to in points 7 and 8 of the column 2 of this item apply to all mixtures intended for tattooing practices, regardless of whether contain one of the substances referred to in points a) to d) of this column and entry.

Regulation (EC) No. 2019/1148 - on the marketing and use of explosives precursors

HYDROGEN PEROXIDE (CAS 7722-84-1) - Restricted explosives precursor

The acquisition, introduction, possession or use of that restricted explosives precursor by members of the general public is subject to a restriction as set out in Article 5(1) and (3). Restricted explosives precursors shall not be made available to, or introduced, possessed or used by members of the general public.

The acquisition, introduction, possession or use of that regulated explosives precursor by members of the general public is subject to reporting obligations as set out in Article 9.

All suspicious transactions and significant disappearances and thefts must be reported to the relevant national contact point.

Italian Ministry of the Interior
Tel.: +390646542182
E-Mail: precursori@dcpc.interno.it

Substances in Candidate List (Art. 59 REACH)

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 15/17 Replaced revision: 5 (Printed on: 18/02/2021)

On the basis of available data, the product does not contain any SVHC in percentage $\geq$ than 0,1%.

Substances subject to authorisation (Annex XIV REACH)

None

Substances subject to exportation reporting pursuant to (EC) Reg. 649/2012:

None

Substances subject to the Rotterdam Convention:

None

Substances subject to the Stockholm Convention:

None

Healthcare controls

Workers exposed to this chemical agent must not undergo health checks, provided that available risk-assessment data prove that the risks related to the workers' health and safety are modest and that the 98/24/EC directive is respected.

Class IIb medical device according to the 93/42 regulation.

15.2. Chemical safety assessment

A chemical safety assessment has not been performed for the preparation/for the substances indicated in section 3.

SECTION 16. Other information

Training for workers:

The training of workers must include contents, updates and duration according to the risk profiles assigned to the working sectors of membership, according to the procedures provided for by Legislative Decree 81/2008.

Note for the recipient of the Safety Data Sheet (SDS):

It is the recipient of this SDS who must ensure that the information contained is read and understood by all persons who manipulate, store, use, or in any case come into contact in any way with the substance or mixture to which this sheet refers. In particular the recipient must provide adequate training to personnel assigned to the use of hazardous substances or mixtures. The recipient must make sure of the suitability and completeness of the information in relation to the specific use of the substance or mixture.

However, the substance or mixture to which this SDS refers must not be used for uses other than those specified in section 1. Do not assume responsibility for improper use. Since the use of the product does not fall under the direct control of the Supplier, it is the user's obligation observe, under their own responsibility, the laws and regulations in force regarding national and community hygiene and safety.

The information contained in this SDS is provided in good faith and is based on the current state of scientific and technical knowledge as of the date revision indicated, available from the Supplier indicated in section 1 of this sheet. The SDS should not be construed as a guarantee of any specific property of the substance or mixture. The information refers only to the substance or mixture specifically designated for section 1 and may not be valid for the substance or mixture used in combination with other materials or in other processes not specifically indicated in the text.

This version of the SDS supersedes all previous versions.

Text of hazard (H) indications mentioned in section 2-3 of the sheet:

Ox. Liq. 1 Oxidising liquid, category 1

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 16/17 Replaced revision: 5 (Printed on: 18/02/2021)

Ox. Liq. 2	Oxidising liquid, category 2
Acute Tox. 4	Acute toxicity, category 4
Skin Corr. 1A	Skin corrosion, category 1A
Skin Corr. 1B	Skin corrosion, category 1B
Eye Dam. 1	Serious eye damage, category 1
Aquatic Chronic 3	Hazardous to the aquatic environment, chronic toxicity, category 3
H271	May cause fire or explosion; strong oxidiser.
H272	May intensify fire; oxidiser.
H302+H332	Harmful if swallowed or if inhaled.
H302	Harmful if swallowed.
H332	Harmful if inhaled.
H314	Causes severe skin burns and eye damage.
H318	Causes serious eye damage.
H412	Harmful to aquatic life with long lasting effects.

LEGEND:

- ADR: European Agreement concerning the carriage of Dangerous goods by Road
- CAS NUMBER: Chemical Abstract Service Number
- CE50: Effective concentration (required to induce a 50% effect)
- CE NUMBER: Identifier in ESIS (European archive of existing substances)
- CLP: EC Regulation 1272/2008
- DNEL: Derived No Effect Level
- EmS: Emergency Schedule
- GHS: Globally Harmonized System of classification and labeling of chemicals
- IATA DGR: International Air Transport Association Dangerous Goods Regulation
- IC50: Immobilization Concentration 50%
- IMDG: International Maritime Code for dangerous goods
- IMO: International Maritime Organization
- INDEX NUMBER: Identifier in Annex VI of CLP
- LC50: Lethal Concentration 50%
- LD50: Lethal dose 50%
- OEL: Occupational Exposure Level
- PBT: Persistent bioaccumulative and toxic as REACH Regulation
- PEC: Predicted environmental Concentration
- PEL: Predicted exposure level
- PNEC: Predicted no effect concentration
- REACH: EC Regulation 1907/2006
- RID: Regulation concerning the international transport of dangerous goods by train
- TLV: Threshold Limit Value
- TLV CEILING: Concentration that should not be exceeded during any time of occupational exposure.
- TWA STEL: Short-term exposure limit
- TWA: Time-weighted average exposure limit
- VOC: Volatile organic Compounds
- vPvB: Very Persistent and very Bioaccumulative as for REACH Regulation
- WGK: Water hazard classes (German).

GENERAL BIBLIOGRAPHY

1. Regulation (EC) 1907/2006 (REACH) of the European Parliament
2. Regulation (EC) 1272/2008 (CLP) of the European Parliament
3. Regulation (EU) 790/2009 (I Atp. CLP) of the European Parliament
4. Regulation (EU) 2020/878 of the European Parliament
5. Regulation (EU) 286/2011 (II Atp. CLP) of the European Parliament
6. Regulation (EU) 618/2012 (III Atp. CLP) of the European Parliament
7. Regulation (EU) 487/2013 (IV Atp. CLP) of the European Parliament
8. Regulation (EU) 944/2013 (V Atp. CLP) of the European Parliament
9. Regulation (EU) 605/2014 (VI Atp. CLP) of the European Parliament
10. Regulation (EU) 2015/1221 (VII Atp. CLP) of the European Parliament

 	Steelco S.p.A.	Revision nr. 6 Dated 24/05/2024
	SteelcoPro PL	Page n. 17/17 Replaced revision: 5 (Printed on: 18/02/2021)

- 11. Regulation (EU) 2016/918 (VIII Atp. CLP) of the European Parliament
- 12. Regulation (EU) 2016/1179 (IX Atp. CLP)
- 13. Regulation (EU) 2017/776 (X Atp. CLP)
- 14. Regulation (EU) 2018/669 (XI Atp. CLP)
- 15. Regulation (EU) 2018/1480 (XIII Atp. CLP)
- 16. Regulation (EU) 2019/521 (XII Atp. CLP)
- 17. Regulation (EU) 2019/1148
- 18. Regulation (EU) 2020/217 (XIV Atp. CLP)
- The Merck Index. - 10th Edition
- Handling Chemical Safety
- INRS - Fiche Toxicologique (toxicological sheet)
- Patty - Industrial Hygiene and Toxicology
- N.I. Sax - Dangerous properties of Industrial Materials-7, 1989 Edition
- IFA GESTIS website
- ECHA website
- Database of SDS models for chemicals - Ministry of Health and ISS (Istituto Superiore di Sanità) – Italy

Note for users:

The information contained in the present sheet are based on our own knowledge on the date of the last version. Users must verify the suitability and thoroughness of provided information according to each specific use of the product.

This document must not be regarded as a guarantee on any specific product property.

The use of this product is not subject to our direct control; therefore, users must, under their own responsibility, comply with the current health and safety laws and regulations. The producer is relieved from any liability arising from improper uses.

Provide appointed staff with adequate training on how to use chemical products.

CALCULATION METHODS FOR CLASSIFICATION

Chemical and physical hazards: Product classification derives from criteria established by the CLP Regulation, Annex I, Part 2. The data for evaluation of chemical-physical properties are reported in section 9.

Health hazards: Product classification is based on calculation methods as per Annex I of CLP, Part 3, unless determined otherwise in Section 11.

Environmental hazards: Product classification is based on calculation methods as per Annex I of CLP, Part 4, unless determined otherwise in Section 12.

Changes to previous review:

The following sections were modified:

01/ 02 / 03 / 04 / 05 / 06 / 07 / 08 / 09 / 10 / 11 / 12 / 13 / 14 / 15 / 16.

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/112015

Shipper

BDP ITALIA SRL
VIA LONDRA 7/9
12563530158
20090 SEGRATE
ITALY

**Consignee to order of**

ED FORWARDING, SAPI DE CV
AV. INSURGENTES 1602 PISO 7,
OFICINA 702 BIS, ID: EFO140714JPA
COL. CREDITO CONSTRUCTOR DEL
BENITO JUAREZ, CDMX 03940 MEXICO

Notify Party and address

ED FORWARDING, SAPI DE CV
AV. INSURGENTES 1602 PISO 7,
OFICINA 702 BIS, ID: EFO140714JPA
COL. CREDITO CONSTRUCTOR DEL
BENITO JUAREZ, CDMX 03940 MEXICO

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 8 PACKAGES	LOADED INTO 1 LCL STAINLESS STEEL BARS HS CODE : 7222 NET WEIGHT : 7250.0000 KGS HS-No 72222031 "FREIGHT PREPAID"	7715,000	4,880

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

PHONE NUMBER :

FREIGHT AND CHARGES:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and

b) assumes liability as prescribed in this document for such transport

One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.

In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

Note:

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lading or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exoneraton from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 0258755

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/112166

Shipper

ROHLIG ITALIA S.P.A.
STRADA CEBROSA, 86
SCALA B - 2 PIANO
TORINO TO ITALY 10156
EORI IT11803680153

**Consignee to order of**

ROHLIG MEXICO, S.A. DE C.V.
AV. INSURGENTES SUR 945 PISO 2-B,
COL.CIUDAD DE LOS DEPORTES, ALCALDIA
CIUDAD DE MEXICO CMX
MEXICO 03710
RFC OLM1402144Z7

Notify Party and address

SAME AS CNEE

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
------------------	-----------------

Milano	GENOVA GE
--------	-----------

Ocean Vessel	Voy
--------------	-----

COLOMBIA EXPRESS	616W
------------------	------

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT COLLECT	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 PLASTIC OMNIUM AUTO INDUSTRIAL	1 PALLET	AUSSEN TEMPERATUR FUEHLER HS CODE: 9025804050 "FREIGHT COLLECT"	105,000	0,630

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

**Note:**

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lading or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

- The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.
- Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.
- Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

- The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.
- Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.
- Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.
- Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York/Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/112373

Shipper

AOC Italia
Via Rodi 5
Filago, (BG) 24040
Italia

**Consignee to order of**

Axalta Coatings Systems México S. De R.L. De
C.V.
Industria eléctrica # 10, Industrial Barrientos
Tlalnepantla de Baz , Edo. De México,
C.P. 54015 , México TAX ID: BAI860402BD8

Notify Party and address

FERNANDEZ HINOJOSA Y CIA, S.C.
Xicotencal # 596 Fracc. Faros
Veracruz, Ver. C.P. 91709, México
R.F.C. FHI8704277E9.
Contacto; Monica Urban / Marlen Hernandez

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 Order 327610 sh 5055295 4004870161	2 PALLET	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE SYNOLITE 7044-M-1 UN 1866 Resin Solution, Flammable 3, III (D/E) EMS: F-E:S-E Not goods of class 3 acc. 2.2.3.1.5. H.S Code:39072999 6 drums on 2 pallets 1322 kg 1200 kg "FREIGHT PREPAID"	1322,000	2,810

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

**Note:**

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lading or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, stow, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Stowage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

- The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.
- Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.
- Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

- The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.
- Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.
- Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.
- Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory documents relating thereto for all sums due from him to the Carrier in connection with any other shipment of the Merchant. The Carrier may exercise its lien at any time and place in its sole discretion and may dispose of or sell the Goods privately or by public auction without notice to the Merchant.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York/Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

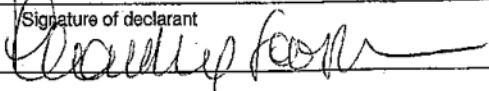
Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

MULTI MODAL DANGEROUS GOODS FORM

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, Chapter VII, regulation 4; MARPOL 73/78, Annex III, regulation 4

1 Shipper/Consignor/Sender AOC Italia S.r.l. Deposito di Spedizione: Via Rodi 5 24040 Filago (Bergamo) BG		2 Transport document number																					
6 Consignee Company AXALTA MEXICO KM 45 5 CARR MEXICO TOLUCA OCOYOACAC MX MFGG 2520 F5 52740 OCOYOACAC Estado de Mexico		3 Page of Pages 1 1	4 Shipper's reference 5055295																				
		5 Freight Forwarder's reference																					
7 Carrier (to be completed by the carrier) DE RIJKE LOGISTICS B.V.		SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the proper shipping name, and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national government regulations																					
8 This shipment is within the limitations prescribed for: (Delete non-applicable) <table border="1"> <tr> <td>PASSENGER AND CARGO AIRCRAFT</td> <td>CARGO AIRCRAFT ONLY</td> </tr> </table>		PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY	9 Additional handling information																			
PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY																						
10 Vessel/flight no. and date	11 Port/place of loading Genoa																						
12 Port/place of discharge Veracruz	13 Destination MX																						
<table border="1"> <thead> <tr> <th>14 Shipping marks</th> <th>*Number and kind of packages; description of goods</th> <th>Gross mass (kg)</th> <th>Net mass</th> <th>Cube (m³)</th> </tr> </thead> <tbody> <tr> <td colspan="5"> UN 1866 Resin solution, Flammable 3, III Flash point (c.c.) : 33.00 °C EMS: F-E-S-E Packing information: 6 drums on 2 pallets steel drum 1A1 </td> </tr> <tr> <td colspan="5"> Emergency Contact Details : AOC AG Bleicheplatz 2, 8200, Schaffhausen - Switzerland Italian fiscal representative: AOC Italia S.r.l. Address: Via Rodi 5, 24040, Filago (BG), Italia Emergency Phone Number Europe: +44 20 3885 0382, CCN No. 1023 </td> </tr> <tr> <td colspan="5" style="text-align: right;"> TRASPORTO SECONDO 1.1.4.2.1 CARRIAGE IN ACCORDANCE WITH 1.1.4.2.1 </td> </tr> </tbody> </table>				14 Shipping marks	*Number and kind of packages; description of goods	Gross mass (kg)	Net mass	Cube (m³)	UN 1866 Resin solution, Flammable 3, III Flash point (c.c.) : 33.00 °C EMS: F-E-S-E Packing information: 6 drums on 2 pallets steel drum 1A1					Emergency Contact Details : AOC AG Bleicheplatz 2, 8200, Schaffhausen - Switzerland Italian fiscal representative: AOC Italia S.r.l. Address: Via Rodi 5, 24040, Filago (BG), Italia Emergency Phone Number Europe: +44 20 3885 0382, CCN No. 1023					TRASPORTO SECONDO 1.1.4.2.1 CARRIAGE IN ACCORDANCE WITH 1.1.4.2.1				
14 Shipping marks	*Number and kind of packages; description of goods	Gross mass (kg)	Net mass	Cube (m³)																			
UN 1866 Resin solution, Flammable 3, III Flash point (c.c.) : 33.00 °C EMS: F-E-S-E Packing information: 6 drums on 2 pallets steel drum 1A1																							
Emergency Contact Details : AOC AG Bleicheplatz 2, 8200, Schaffhausen - Switzerland Italian fiscal representative: AOC Italia S.r.l. Address: Via Rodi 5, 24040, Filago (BG), Italia Emergency Phone Number Europe: +44 20 3885 0382, CCN No. 1023																							
TRASPORTO SECONDO 1.1.4.2.1 CARRIAGE IN ACCORDANCE WITH 1.1.4.2.1																							
15 Container identification No./vehicle reg. No.	16 Seal number(s)	17 Container/vehicle size & type	18 Tare mass (kg)	19 Total gross (including tare) (kg)																			
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have packed/loaded into the container/vehicle identified above in accordance with the applicable provisions: MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING.		21 RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition unless stated hereon: RECEIVING ORGANIZATION REMARKS:																					
20 Name of company		Haulier's name	22 Name of company (OF SHIPPER PREPARING THIS NOTE) AOC Italia S.r.l.																				
Name/Status of declarant		Vehicle reg. no.	Name/Status of declarant C. SCARPELLINI SHIPPING OFFICER																				
Place and date		Signature and date	Place and date Filago (Bergamo) 20.03.2026																				
Signature of declarant		DRIVER'S SIGNATURE	Signature of declarant 																				
* DANGEROUS GOODS You must specify: proper shipping name, hazard class, ON No., Packaging group, (where assigned). Marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purposes of the IMDG Code see 5.4.1.4. ** For the purpose of the IMDG see 5.4.2																							

HOJA DE DATOS DE SEGURIDAD

SYNOLITE™ 7044-M-1



SECCIÓN 1. Identificación de la sustancia o la mezcla y de la sociedad o la empresa

1.1 Identificador de producto

Nombre del producto : SYNOLITE™ 7044-M-1
UFI : HXF0-00JY-K000-SH1C
Código del producto : 006397
Tipo del producto : Líquido.

1.2 Usos pertinentes identificados de la sustancia o de la mezcla y usos desaconsejados

Usos identificados

Sistema de resinas utilizado en la producción de plásticos reforzados con fibra o productos rellenos no reforzados.

Usos contraindicados

Uso por el consumidor

1.3 Datos del proveedor de la ficha de datos de seguridad

AOC Italia s.r.l.
Via Rodi 5
I-24040 Filago
Italy
Tel.: +39 035997111
www.aocformulations.com/en-emea/

Dirección de e-mail de la persona responsable de esta FDS : product.safety@aocformulations.com

1.4 Teléfono de emergencia

Teléfono de urgencias (con horas de funcionamiento) : CHEMTREC (local): +34 931 768 545 (24 h, Barcelona) proporcione CCN 1021196
CHEMTREC (local gratuito): 900 868 538 (24 h) proporcione CCN 1021196
CHEMTREC (internacional): +44 20 3885 0382 (24 h, Reino Unido, multilingüe) proporcione CCN 1021196
CHEMTREC (internacional): +1 703 527 3887 (24 h, Estados Unidos, multilingüe) proporcione CCN 1021196

Centro de información toxicológica/organismo asesor nacional

Número de teléfono : +34 91 562 0420 (24 horas al día, 365 días al año, español)

SECCIÓN 2. Identificación de los peligros

2.1 Clasificación de la sustancia o de la mezcla

Definición del producto : Mezcla

Clasificación de acuerdo con el Reglamento (CE) n.º. 1272/2008 [CLP/GHS]

Flam. Liq. 3, H226
Skin Irrit. 2, H315
Eye Irrit. 2, H319
Repr. 2, H361d
STOT SE 3, H335
STOT RE 1, H372
Aquatic Chronic 3, H412

El producto está clasificado como peligroso según el Reglamento (CE) 1272/2008 con las enmiendas correspondientes.

Consultar en la Sección 16 el texto completo de las frases H arriba declaradas.

SECCIÓN 2. Identificación de los peligros

En caso de requerir información más detallada relativa a los síntomas y efectos sobre la salud, consulte en la Sección 11.

2.2 Elementos de la etiqueta

Pictogramas de peligro	:	  
Palabra de advertencia	:	Peligro
Indicaciones de peligro	:	H226 - Líquidos y vapores inflamables. H315 - Provoca irritación cutánea. H319 - Provoca irritación ocular grave. H335 - Puede irritar las vías respiratorias. H361d - Se sospecha que puede dañar al feto. H372 - Provoca daños en los órganos tras exposiciones prolongadas o repetidas. H412 - Nocivo para los organismos acuáticos, con efectos nocivos duraderos.
Consejos de prudencia		
Prevención	:	P280 - Llevar guantes, ropa de protección, equipo de protección para los ojos, la cara o los oídos. P210 - Mantener alejado del calor, de superficies calientes, de chispas, de llamas abiertas y de cualquier otra fuente de ignición. No fumar. P271 - Utilizar únicamente en exteriores o en un lugar bien ventilado. P260 - No respirar los vapores.
Respuesta	:	No aplicable.
Almacenamiento	:	P405 - Guardar bajo llave.
Eliminación	:	P501 - Eliminar el contenido y el recipiente de acuerdo con las normativas locales, regionales, nacionales e internacionales.
Ingredientes peligrosos	:	estireno
Elementos suplementarios que deben figurar en las etiquetas	:	No aplicable.
Anexo XVII - Restricciones a la fabricación, la comercialización y el uso de determinadas sustancias, mezclas y artículos peligrosos	:	No aplicable.
Requisitos especiales de envasado		
Recipientes que deben ir provistos de un cierre de seguridad para niños	:	Sí, se aplica.
Advertencia de peligro táctil	:	Sí, se aplica.

2.3 Otros peligros

El producto cumple con los criterios para la sustancia del tipo PBT o vPvB de conformidad con la Reglamentación (EC) N.º 1907/2006, Anexo XIII	:	Se determinó que esta mezcla no contiene sustancias que sean productos químicos persistentes, bioacumulativos o tóxicos (PBT) o muy persistentes, muy bioacumulativos (vPvB).
--	---	---

SYNOLITE™ 7044-M-1

SECCIÓN 2. Identificación de los peligros

El producto cumple con los criterios de propiedades de alteración endocrina según el Reglamento (CE) n.º 1907/2006. : La sustancia/la mezcla no contienen componentes que tengan propiedades alteradoras endocrinas de acuerdo con el artículo 57(f) de REACH o el Reglamento delegado de la Comisión (UE) 2017/2100 o el Reglamento de la Comisión (UE) 2018/605 en niveles del 0,1 % o superiores.

Otros peligros que no conducen a una clasificación : No se conoce ninguno.

SECCIÓN 3. Composición/información sobre los componentes

3.2 Mezclas : Mezcla

Nombre del producto o ingrediente	Identificadores	%	Clasificación	Límites específicos de conc., factores M y ETA	Tipo
estireno	REACH #: 01-2119457861-32 CE: 202-851-5 CAS: 100-42-5 Índice: 601-026-00-0	≥25 - ≤50	Flam. Liq. 3, H226 Acute Tox. 4, H332 Skin Irrit. 2, H315 Eye Irrit. 2, H319 Repr. 2, H361d STOT SE 3, H335 STOT RE 1, H372 (órganos auditivos) Asp. Tox. 1, H304 Aquatic Chronic 3, H412	ETA [Inhalación (vapores)] = 11.8 mg/l	[1] [2]
6,6'-di-terc-butil-4,4'-tiodi-m-cresol	REACH #: 01-2119514452-49 CE: 202-525-2 CAS: 96-69-5	<0.1	Skin Sens. 1, H317 Aquatic Acute 1, H400 Aquatic Chronic 1, H410 Consultar en la Sección 16 el texto completo de las frases H arriba declaradas.	M [Agudo] = 1 M [Crónico] = 10	[1] [2]

No hay ningún ingrediente adicional que, con el conocimiento actual del proveedor y en las concentraciones aplicables, sea clasificado como de riesgo para la salud o el medio ambiente, sea PBT, mPmB o una sustancia que suscite un grado de preocupación equivalente, o tenga asignado un límite de exposición laboral y, por lo tanto, se deba indicar en esta sección.

Tipo
[1] Sustancia clasificada con un riesgo a la salud o al medio ambiente
[2] Sustancia con límites de exposición profesionales
Los límites de exposición laboral, en caso de existir, figuran en la sección 8.

SECCIÓN 4. Primeros auxilios

4.1 Descripción de los primeros auxilios

Contacto con los ojos : Enjuagar los ojos inmediatamente con mucha agua, levantando de vez en cuando los párpados superior e inferior. Verificar si la víctima lleva lentes de contacto y en este caso, retirárselas. Continúe enjuagando por lo menos durante 10 minutos. Procurar atención médica.

SECCIÓN 4. Primeros auxilios

- Por inhalación** : Transportar a la víctima al exterior y mantenerla en reposo en una posición confortable para respirar. Si se sospecha que los vapores continúan presentes, la persona encargada del rescate deberá usar una máscara adecuada o un aparato de respiración autónoma. Si no hay respiración, ésta es irregular u ocurre un paro respiratorio, el personal capacitado debe proporcionar respiración artificial u oxígeno. Puede ser peligroso para la persona que proporcione ayuda al dar respiración boca a boca. Procurar atención médica. En caso necesario, llamar a un centro de información toxicológica o a un médico. Si está inconsciente, coloque en posición de recuperación y consiga atención médica inmediatamente. Asegure una buena circulación de aire. Aflojar todo lo que pudiera estar apretado, como el cuello de una camisa, una corbata, un cinturón.
- Contacto con la piel** : Lavar la piel contaminada con agua y jabón. Quítense la ropa y calzado contaminados. Continúe enjuagando por lo menos durante 10 minutos. Procurar atención médica. Lavar la ropa antes de volver a usarla. Limpiar completamente el calzado antes de volver a usarlo.
- Ingestión** : Lave la boca con agua. Retirar las prótesis dentales si es posible. Si se ha ingerido material y la persona expuesta está consciente, suminístrele pequeñas cantidades de agua para beber. Deje de proporcionarle agua si la persona expuesta se encuentra mal ya que los vómitos pueden ser peligrosos. No inducir al vómito a menos que lo indique expresamente el personal médico. Si vomita, mantener la cabeza baja de manera que el vómito no entre en los pulmones. Procurar atención médica. No suministrar nada por vía oral a una persona inconsciente. Si está inconsciente, coloque en posición de recuperación y consiga atención médica inmediatamente. Asegure una buena circulación de aire. Aflojar todo lo que pudiera estar apretado, como el cuello de una camisa, una corbata, un cinturón.
- Protección del personal de primeros auxilios** : No se debe realizar ninguna acción que suponga un riesgo personal o sin formación adecuada. Si se sospecha que los vapores continúan presentes, la persona encargada del rescate deberá usar una máscara adecuada o un aparato de respiración autónoma. Puede ser peligroso para la persona que proporcione ayuda al dar respiración boca a boca.

4.2 Principales síntomas y efectos, agudos y retardados

Signos/síntomas de sobreexposición

- Contacto con los ojos** : Los síntomas adversos pueden incluir los siguientes:
dolor o irritación
lagrimeo
rojez
- Por inhalación** : Los síntomas adversos pueden incluir los siguientes:
irritación del tracto respiratorio
tos
reducción de peso fetal
incremento de muertes fetales
malformaciones esqueléticas
- Contacto con la piel** : Los síntomas adversos pueden incluir los siguientes:
irritación
rojez
reducción de peso fetal
incremento de muertes fetales
malformaciones esqueléticas
- Ingestión** : Los síntomas adversos pueden incluir los siguientes:
reducción de peso fetal
incremento de muertes fetales
malformaciones esqueléticas

4.3 Indicación de toda atención médica y de los tratamientos especiales que deban dispensarse inmediatamente

- Notas para el médico** : Tratar sintomáticamente. Contactar un especialista en tratamientos de envenenamientos inmediatamente si se ha ingerido o inhalado una gran cantidad.
- Tratamientos específicos** : No hay un tratamiento específico.

SECCIÓN 5. Medidas de lucha contra incendios

5.1 Medios de extinción

Medios de extinción apropiados : Utilizar polvos químicos secos, CO₂, agua pulverizada (niebla de agua) o espuma.

Medios de extinción no apropiados : No usar chorro de agua.

5.2 Peligros específicos derivados de la sustancia o la mezcla

Peligros derivados de la sustancia o mezcla : Líquidos y vapores inflamables. Los residuos líquidos que se filtran en el alcantarillado pueden causar un riesgo de incendio o de explosión. La presión puede aumentar y el contenedor puede explotar en caso de calentamiento o incendio, con el riesgo de producirse una explosión. El vapor o el gas es más pesado que el aire y se expandirá por el suelo. Los vapores pueden acumularse en áreas bajas o cerradas o desplazarse una distancia considerable hacia la fuente de encendido y producir un retroceso de llama. Este material es nocivo para la vida acuática con efectos de larga duración. Se debe impedir que el agua de extinción de incendios contaminada con este material entre en vías de agua, drenajes o alcantarillados.

Productos peligrosos de la combustión : Los productos de descomposición pueden incluir los siguientes materiales:
dióxido de carbono
monóxido de carbono
Aldehídos
Ácido orgánico.

5.3 Recomendaciones para el personal de lucha contra incendios

Medidas especiales que deben tomar los equipos de lucha contra incendios : En caso de incendio, aislar rápidamente la zona, evacuando a todas las personas de las proximidades del lugar del incidente. No se debe realizar ninguna acción que suponga un riesgo personal o sin formación adecuada. Desplazar los contenedores lejos del incendio si puede hacerse sin peligro. Use agua pulverizada para refrigerar los envases expuestos al fuego.

Equipo de protección especial para el personal de lucha contra incendios : Los bomberos deben llevar equipo de protección apropiado y un equipo de respiración autónomo con una máscara facial completa que opere en modo de presión positiva. Las prendas para bomberos (incluidos cascos, guantes y botas de protección) conformes a la norma europea EN 469 proporcionan un nivel básico de protección en caso de incidente químico.

SECCIÓN 6. Medidas en caso de vertido accidental

6.1 Precauciones personales, equipo de protección y procedimientos de emergencia

Para el personal que no forma parte de los servicios de emergencia : No se debe realizar ninguna acción que suponga un riesgo personal o sin formación adecuada. Evacuar los alrededores. No deje que entre el personal innecesario y sin protección. No toque o camine sobre el material derramado. Apagar todas las fuentes de ignición. Ni bengalas, ni humo, ni llamas en el área de riesgo. Evite respirar vapor o neblina. Proporcione ventilación adecuada. Llevar un aparato de respiración apropiado cuando el sistema de ventilación sea inadecuado. Llevar puesto un equipo de protección individual adecuado.

Para el personal de emergencia : Si se necesitan prendas especiales para gestionar el vertido, tomar en cuenta las informaciones recogidas en la Sección 8 en relación a los materiales adecuados y no adecuados. Consultar también la información mencionada en "Para el personal que no forma parte de los servicios de emergencia".

6.2 Precauciones relativas al medio ambiente : Evitar la dispersión del material derramado, su contacto con el suelo, las vías fluviales, las tuberías de desagüe y las alcantarillas. Informar a las autoridades pertinentes si el producto ha causado contaminación medioambiental (alcantarillas, vías fluviales, suelo o aire). Material contaminante del agua. Puede ser dañino para el medio ambiente si es liberado en cantidades grandes.

6.3 Métodos y material de contención y de limpieza

SECCIÓN 6. Medidas en caso de vertido accidental

- Derrame pequeño** : Detener la fuga si esto no presenta ningún riesgo. Retire los envases del área del derrame. Use herramientas a prueba de chispas y equipo a prueba de explosión. Absorber con un material inerte y colocar en un contenedor de eliminación de desechos apropiado. Elimine por medio de un contratista autorizado para la eliminación.
- Gran derrame** : Detener la fuga si esto no presenta ningún riesgo. Retire los envases del área del derrame. Use herramientas a prueba de chispas y equipo a prueba de explosión. Aproximarse al vertido en el sentido del viento. Evite que se introduzca en alcantarillas, canales de agua, sótanos o áreas reducidas. Lave los vertidos hacia una planta de tratamiento de efluentes o proceda como se indica a continuación. Elimine por medio de un contratista autorizado para la eliminación. El material absorbente contaminado puede presentar el mismo riesgo que el producto derramado. Detener y recoger los derrames con materiales absorbentes no combustibles, como arena, tierra, vermiculita o tierra de diatomeas, y colocar el material en un envase para desecharlo de acuerdo con las normativas locales.
- 6.4 Referencia a otras secciones** : Consultar en la Sección 1 la información de contacto en caso de emergencia. Consultar en la Sección 8 la información relativa a equipos de protección personal apropiados. Consulte en la Sección 13 la información adicional relativa al tratamiento de residuos.

SECCIÓN 7. Manipulación y almacenamiento

La información recogida en esta sección contiene consejos e indicaciones generales. La lista de Usos identificados en la Sección 1 debe ser consultada para cualquier información disponible de uso específico mencionada en Escenario(s) de Exposición.

7.1 Precauciones para una manipulación segura

- Medidas de protección** : Usar un equipo de protección personal adecuado (Consultar Sección 8). Evítese la exposición - recábense instrucciones especiales antes del uso. Evite la exposición durante el embarazo. No manipular la sustancia antes de haber leído y comprendido todas las instrucciones de seguridad. No introducir en ojos en la piel o en la ropa. No respire los vapores o nieblas. No ingerir. Evitar su liberación al medio ambiente. Use sólo con ventilación adecuada. Llevar un aparato de respiración apropiado cuando el sistema de ventilación sea inadecuado. No entre en áreas de almacenamiento y espacios cerrados a menos que estén ventilados adecuadamente. Consérvese en su envase original o en uno alternativo aprobado fabricado en un material compatible, manteniéndose bien cerrado cuando no esté en uso. Mantener alejado del calor, chispas, llamas al descubierto, o de cualquier otra fuente de ignición. Use equipo eléctrico (de ventilación, iluminación y manipulación de materiales) a prueba de explosiones. Utilizar únicamente herramientas que no produzcan chispas. Tomar medidas de precaución contra la acumulación de cargas electrostáticas. Los envases vacíos retienen residuos del producto y pueden ser peligrosos. No vuelva a usar el envase.
- Información relativa a higiene en el trabajo de forma general** : Deberá prohibirse comer, beber o fumar en los lugares donde se manipula, almacena o trata este producto. Los trabajadores deberán lavarse las manos y la cara antes de comer, beber o fumar. Retirar el equipo de protección y las ropas contaminadas antes de acceder a zonas donde se coma. Consultar también en la Sección 8 la información adicional sobre medidas higiénicas.

7.2 Condiciones de almacenamiento seguro, incluidas posibles incompatibilidades

Almacenar conforme a las normativas locales. Almacenar en un área separada y homologada. Almacenar en el contenedor original protegido de la luz directa del sol en un área seca, fresca y bien ventilada, separado de materiales incompatibles (ver Sección 10) y comida y bebida. Guardar bajo llave. Eliminar todas las fuentes de ignición. Manténgase alejado de los materiales oxidantes. Mantener el contenedor bien cerrado y sellado hasta el momento de usarlo. Los envases abiertos deben cerrarse perfectamente con cuidado y mantenerse en posición vertical para evitar derrames. No almacenar en contenedores sin etiquetar. Utilícese un envase de seguridad adecuado para evitar la contaminación del medio ambiente. Antes de manipularlo o utilizarlo vea en la sección 10 los materiales incompatibles.

Directiva Seveso - Umbrales de notificación

SYNOLITE™ 7044-M-1

SECCIÓN 7. Manipulación y almacenamiento

Criterios de peligro

Categoría	Notificación y umbral MAPP	Umbral de notificación de seguridad
P5c	5000 toneladas	50000 toneladas

7.3 Usos específicos finales

Recomendaciones : Sistema de resinas utilizado en la producción de plásticos reforzados con fibra o productos rellenos no reforzados.

SECCIÓN 8. Controles de exposición/protección individual

La información recogida en esta sección contiene consejos e indicaciones generales. La información que se proporciona está basada en los usos habituales anticipados para el producto. Puede ser necesario tomar medidas adicionales para su manipulación a granel u otros usos que pudieran aumentar de manera significativa la exposición de los trabajadores o la liberación al medio ambiente.

8.1 Parámetros de control

Límites de exposición profesional

Nombre del producto o ingrediente	Valores límite de la exposición
estireno	INSHT (España, 1/2024) VLA-ED 8 horas: 20 ppm. VLA-ED 8 horas: 86 mg/m³. VLA-EC 15 minutos: 40 ppm. VLA-EC 15 minutos: 172 mg/m³.
6,6'-di-terc-butil-4,4'-tiodi-m-cresol	INSHT (España, 1/2024) VLA-ED 8 horas: 10 mg/m³.

Procedimientos recomendados de control : Deben utilizarse como referencia normas de monitorización como las siguientes: Norma europea EN 689 (Atmósferas en los lugares de trabajo. Directrices para la evaluación de la exposición por inhalación de agentes químicos para la comparación con los valores límite y estrategia de medición) Norma europea EN 14042 (Atmósferas en los lugares de trabajo. Directrices para la aplicación y uso de procedimientos para evaluar la exposición a agentes químicos y biológicos) Norma europea EN 482 (Atmósferas en los lugares de trabajo. Requisitos generales relativos al funcionamiento de los procedimientos para la medida de agentes químicos) Deberán utilizarse asimismo como referencia los documentos de orientación nacionales relativos a métodos de determinación de sustancias peligrosas.

Valores DNEL/DMEL

Nombre del producto o ingrediente

estireno

Resultado

- DNEL - Población general - Largo plazo - Oral
7.7 µg/kg bw/día
Efectos: Sistémico
- DNEL - Población general - Largo plazo - Por inhalación
1 mg/m³
Efectos: Local
- DNEL - Población general - Largo plazo - Por inhalación
1 mg/m³
Efectos: Sistémico
- DNEL - Población general - Corto plazo - Por inhalación
10 mg/m³
Efectos: Local
- DNEL - Población general - Corto plazo - Por inhalación
10 mg/m³
Efectos: Sistémico

SYNOLITE™ 7044-M-1

SECCIÓN 8. Controles de exposición/protección individual

	DNEL - Trabajadores - Largo plazo - Por inhalación 85 mg/m³ <u>Efectos:</u> Sistémico
	DNEL - Trabajadores - Corto plazo - Por inhalación 100 mg/m³ <u>Efectos:</u> Local
	DNEL - Trabajadores - Largo plazo - Por inhalación 100 mg/m³ <u>Efectos:</u> Local
	DNEL - Trabajadores - Corto plazo - Por inhalación 100 mg/m³ <u>Efectos:</u> Sistémico
	DNEL - Población general - Largo plazo - Cutánea 343 mg/kg bw/día <u>Efectos:</u> Sistémico
	DNEL - Trabajadores - Largo plazo - Cutánea 406 mg/kg bw/día <u>Efectos:</u> Sistémico
6,6'-di-terc-butil-4,4'-tiodi-m-cresol	DNEL - Población general - Largo plazo - Oral 0.2 mg/kg bw/día <u>Efectos:</u> Sistémico
	DNEL - Población general - Largo plazo - Cutánea 0.5 mg/kg bw/día <u>Efectos:</u> Sistémico
	DNEL - Población general - Largo plazo - Por inhalación 0.7 mg/m³ <u>Efectos:</u> Sistémico
	DNEL - Trabajadores - Largo plazo - Cutánea 1 mg/kg bw/día <u>Efectos:</u> Sistémico
	DNEL - Trabajadores - Largo plazo - Por inhalación 2.8 mg/m³ <u>Efectos:</u> Sistémico

Valor PNEC

Nombre del producto o ingrediente estireno	Resultado
	Agua fresca - Factores de evaluación 0.028 mg/l
	Agua marina - Factores de evaluación 0.014 mg/l
	Sedimento de agua dulce - Partición en equilibrio 0.614 mg/kg dwt
	Sedimento de agua marina - Partición en equilibrio 0.307 mg/kg dwt
	Planta de tratamiento de aguas residuales - Factores de evaluación 5 mg/l

SECCIÓN 8. Controles de exposición/protección individual

	Suelo - Partición en equilibrio 0.2 mg/kg dwt
6,6'-di-terc-butil-4,4'-tiodi-m-cresol	Agua fresca 0 mg/l
	Agua marina 0 mg/l
	Sedimento de agua dulce 5.77 mg/kg dwt
	Sedimento de agua marina 0.577 mg/kg dwt
	Suelo 1.15 mg/kg dwt
	Intoxicación secundaria 2 mg/kg

8.2 Controles de la exposición

Controles técnicos apropiados	: Use sólo con ventilación adecuada. Utilizar aislamientos de áreas de producción, sistemas de ventilación locales, u otros procedimientos de ingeniería para mantener la exposición del obrero a los contaminantes aerotransportados por debajo de todos los límites recomendados o estatutarios. Los controles de ingeniería también deben mantener el gas, vapor o polvo por debajo del menor límite de explosión. Utilizar equipo de ventilación anti-explosión.
--------------------------------------	--

Medidas de protección individual

Medidas higiénicas	: Lave las manos, antebrazos y cara completamente después de manejar productos químicos, antes de comer, fumar y usar el lavabo y al final del período de trabajo. Usar las técnicas apropiadas para eliminar ropa contaminada. Lavar las ropas contaminadas antes de volver a usarlas. Verifique que las estaciones de lavado de ojos y duchas de seguridad se encuentren cerca de las estaciones de trabajo.
Protección de los ojos/la cara	: Se debe usar equipo protector ocular que cumpla con las normas aprobadas cuando una evaluación del riesgo indique que es necesario evitar toda exposición a salpicaduras del líquido, lloviznas o polvos. Utilizar protección para los ojos según la norma EN 166.
Protección de la piel	
Protección de las manos	: Antes de utilizar este producto se debe seleccionar equipo protector personal para el cuerpo basándose en la tarea a ejecutar y los riesgos involucrados y debe ser aprobado por un especialista. Cuando haya riesgo de ignición a consecuencia de cargas electrostáticas, utilizar indumentaria de protección antiestática. Para ofrecer la máxima protección frente a descargas electrostáticas, la indumentaria debe incluir monos, botas y guantes con propiedades antiestáticas. Consultar la norma europea EN 1149 para obtener información adicional sobre requisitos de materiales y diseños y métodos de prueba.
Protección corporal	: Si una evaluación del riesgo indica que es necesario, se deben usar guantes químico-resistentes e impenetrables que cumplan con las normas aprobadas siempre que se manejen productos químicos. Tomando en consideración los parámetros especificados por el fabricante de los guantes, comprobar durante el uso que los guantes siguen conservando sus propiedades protectoras. Hay que observar que el tiempo de paso de cualquier material utilizado con guantes puede ser diferente para distintos fabricantes de guantes. En el caso de mezclas, consistentes en varias sustancias, no es posible estimar de manera exacta, el tiempo de protección que ofrecen los guantes. EN 374: Viton: espesor >=0,7mm; Tiempo de penetración: 240 - 480 min. Caucho nitrilo: espesor >=0,4mm; Tiempo de penetración: < 60 min.

SECCIÓN 8. Controles de exposición/protección individual

- Otro tipo de protección cutánea** : Se deben elegir el calzado adecuado y cualquier otra medida de protección cutánea necesaria dependiendo de la tarea que se lleve a cabo y de los riesgos implicados. Tales medidas deben ser aprobadas por un especialista antes de proceder a la manipulación de este producto.
- Protección respiratoria** : Use un respirador purificador de aire o con suministro de aire, que esté ajustado apropiadamente y que cumpla con las normas aprobadas si una evaluación del riesgo indica es necesario. Normalmente se necesita una ventilación adecuada cuando se manipula o utiliza este producto. Se requiere mascarilla respiratoria con filtro de gas A, que cumpla con EN14387, para áreas de trabajo no bien ventiladas.
- Controles de exposición medioambiental** : Se deben verificar las emisiones de los equipos de ventilación o de los procesos de trabajo para verificar que cumplen con los requisitos de la legislación de protección del medio ambiente. En algunos casos para reducir las emisiones hasta un nivel aceptable, será necesario usar depuradores de humo, filtros o modificar el diseño del equipo del proceso.

SECCIÓN 9. Propiedades físicas y químicas

Las condiciones de medición de todas las propiedades son a temperatura y presión estándar a menos que se indique lo contrario.

9.1 Información sobre propiedades físicas y químicas básicas

Aspecto

- Estado físico** : Líquido.
- Color** : Marrón.
- Olor** : Característico.
- Umbral olfativo** : 0.15 a 25 ppm
- Punto de fusión/punto de congelación** : <25°C
- Punto de ebullición, punto de ebullición inicial e intervalo de ebullición** : 145°C
- Inflamabilidad** : No establecido.
- Límite superior e inferior de explosividad** : Punto mínimo: 1.1%
Punto máximo: 6.1%
- Punto de inflamación** : Vaso cerrado: 32°C
- Temperatura de auto-inflamación** : 490°C
- Temperatura de descomposición** : No establecido.
- pH** : 7 [Conc. (% p/p): 0.02%]
- Viscosidad** : Dinámico (temperatura ambiente): 595 a 805 mPa·s
Cinemática (temperatura ambiente): >586 mm²/s
Cinemática (40°C): >20.5 mm²/s
- Solubilidad en agua** : <0.02 g/l
- Coeficiente de partición n-octanol/agua (Log Pow)** : No aplicable.
- Presión de vapor** : 0.67 kPa (5.02567 mm Hg)
- Densidad** : 1.014 g/cm³ [23°C]
- Densidad de vapor relativa** : 3.6 [Aire= 1]
- Características de las partículas**
- Tamaño de partícula medio** : No aplicable.

9.2 Otros datos

9.2.1 Información relativa a las clases de peligro físico

- Propiedades explosivas** : No establecido.

SYNOLITE™ 7044-M-1

SECCIÓN 9. Propiedades físicas y químicas

- Propiedades comburentes : No establecido.
- 9.2.2 Otras características de seguridad
- Miscible con agua : No.
- Tasa de evaporación : 12.4 (acetato de butilo = 1)

SECCIÓN 10. Estabilidad y reactividad

- 10.1 Reactividad : No hay datos de ensayo disponibles sobre la reactividad de este producto o sus componentes.
- 10.2 Estabilidad química : El producto es estable.
- 10.3 Posibilidad de reacciones peligrosas : En condiciones normales de almacenamiento y uso, no se producen reacciones peligrosas.
- 10.4 Condiciones que deben evitarse : Evitar todas las fuentes posibles de ignición (chispa o llama). No someta a presión, corte, suelde, suelde con latón, taladre, esmerile o esponja los envases al calor o fuentes térmicas. No permita que el vapor se acumule en áreas bajas o confinadas.
- 10.5 Materiales incompatibles : Reactivo o incompatible con los siguientes materiales:
ácidos fuertes
materiales oxidantes
- 10.6 Productos de descomposición peligrosos : En condiciones normales de almacenamiento y uso, no se deberían formar productos de descomposición peligrosos.

SECCIÓN 11. Información toxicológica

11.1 Información sobre las clases de peligro definidas en el Reglamento (CE) n.o 1272/2008

Toxicidad aguda	
Nombre del producto o ingrediente	Resultado
estireno	Rata - Cutánea - DL50 >2000 mg/kg
	Rata - Oral - DL50 5000 mg/kg
	Rata - Por inhalación - CL50 Vapor 11800 mg/m³ [4 horas]
6,6'-di-terc-butil-4,4'-tiodi-m-cresol	Rata - Oral - DL50 2315 a 2420 mg/kg
	Conejo - Cutánea - DL50 >5010 mg/kg

Conclusión/resumen [Producto] : Consultar las Secciones 2 y 3 para los detalles.

Corrosión o irritación cutáneas	
Nombre del producto o ingrediente	Resultado
estireno	Conejo - Piel - Irritante leve Cantidad/concentración aplicada: 500 mg
	Conejo - Piel - Irritante moderado Cantidad/concentración aplicada: 100 %

SECCIÓN 11. Información toxicológica

Conclusión/resumen [Producto] : Consultar las Secciones 2 y 3 para los detalles.

Daño ocular grave/irritación ocular

Nombre del producto o ingrediente
estireno

Resultado

Humano - Ojos - Irritante leve

Cantidad/concentración aplicada: 50 ppm

Conejo - Ojos - Irritante moderado

Duración del tratamiento/exposición: 24 horas

Cantidad/concentración aplicada: 100 mg

Conejo - Ojos - Muy irritante

Cantidad/concentración aplicada: 100 mg

Conclusión/resumen [Producto] : Consultar las Secciones 2 y 3 para los detalles.

Corrosión/irritación respiratoria

Ningún dato específico.

Conclusión/resumen [Producto] : En base a los datos disponibles, no se cumplen los criterios de clasificación.

Sensibilización respiratoria o cutánea

Ningún dato específico.

Piel

Conclusión/resumen [Producto] : En base a los datos disponibles, no se cumplen los criterios de clasificación.

Respiratoria

Conclusión/resumen [Producto] : En base a los datos disponibles, no se cumplen los criterios de clasificación.

Mutagenicidad de las células germinales

Ningún dato específico.

Conclusión/resumen [Producto] : En base a los datos disponibles, no se cumplen los criterios de clasificación.

Carcinogenicidad

Ningún dato específico.

Conclusión/resumen [Producto] : En base a los datos disponibles, no se cumplen los criterios de clasificación.

Toxicidad para la reproducción

Nombre del producto o ingrediente
estireno

Resultado

Rata - Masculino, Femenino - Por inhalación

2.13 g/m³

Toxicidad materna: Positivo

Efectos sobre la fertilidad: Positivo

Conclusión/resumen [Producto] : Consultar las Secciones 2 y 3 para los detalles.

Toxicidad específica en determinados órganos (STOT) – exposición única

Nombre del producto o ingrediente
estireno

Resultado

STOT SE 3, H335 (Irritación de las vías respiratorias)

SECCIÓN 11. Información toxicológica

Toxicidad específica en determinados órganos (STOT) – exposición repetida	
Nombre del producto o ingrediente	Resultado
estireno	STOT RE 1, H372 (órganos auditivos)

Efectos agudos potenciales para la salud

Contacto con los ojos	: Provoca irritación ocular grave.
Por inhalación	: Puede irritar las vías respiratorias.
Contacto con la piel	: Provoca irritación cutánea.
Ingestión	: No se conocen efectos significativos o riesgos críticos.

Síntomas relacionados con las características físicas, químicas y toxicológicas

Contacto con los ojos	: Los síntomas adversos pueden incluir los siguientes: dolor o irritación lagrimeo rojez
Por inhalación	: Los síntomas adversos pueden incluir los siguientes: irritación del tracto respiratorio tos reducción de peso fetal incremento de muertes fetales malformaciones esqueléticas
Contacto con la piel	: Los síntomas adversos pueden incluir los siguientes: irritación rojez reducción de peso fetal incremento de muertes fetales malformaciones esqueléticas
Ingestión	: Los síntomas adversos pueden incluir los siguientes: reducción de peso fetal incremento de muertes fetales malformaciones esqueléticas

Efectos retardados e inmediatos, así como efectos crónicos producidos por una exposición a corto y largo plazo

Exposición a corto plazo	
Posibles efectos inmediatos	: Ningún efecto conocido según nuestra base de datos.
Posibles efectos retardados	: Ningún efecto conocido según nuestra base de datos.

Exposición a largo plazo	
Posibles efectos inmediatos	: Ningún efecto conocido según nuestra base de datos.
Posibles efectos retardados	: Ningún efecto conocido según nuestra base de datos.

Efectos crónicos potenciales para la salud	
Ningún dato específico.	
Conclusión/resumen [Producto]	: Ningún efecto conocido según nuestra base de datos.
Generales	: Provoca daños en los órganos tras exposiciones prolongadas o repetidas.
Carcinogenicidad	: No se conocen efectos significativos o riesgos críticos.
Mutagénesis	: No se conocen efectos significativos o riesgos críticos.
Toxicidad para la reproducción	: Se sospecha que puede dañar al feto.

11.2 Información sobre otros peligros

11.2.1 Propiedades de alteración endocrina	
Ningún dato específico.	

SYNOLITE™ 7044-M-1

SECCIÓN 11. Información toxicológica

Conclusión/resumen [Producto] : El producto no cumple los criterios para ser considerado con propiedades de alteración endocrina según los criterios establecidos en el Reglamento (CE) n.º 1907/2006 o en el Reglamento (CE) n.º 1272/2008.

11.2.2 Otros datos

No se conocen efectos significativos o riesgos críticos.

SECCIÓN 12. Información ecológica

12.1 Toxicidad

Nombre del producto o ingrediente

estireno

Resultado

Agudo - CL50 - Agua fresca

Peces
4.02 mg/l [96 horas]

Agudo - EC50 - Agua fresca

Dafnia
4.7 mg/l [48 horas]

Crónico - NOEC - Agua fresca

Dafnia
1.01 mg/l [21 días]

Agudo - EC50 - Agua fresca

Algas
4.9 mg/l [72 horas]

Crónico - EC10 - Agua fresca

Algas
0.28 mg/l [96 horas]

6,6'-di-terc-butil-4,4'-tiodi-m-cresol

Agudo - CL50 - Agua fresca

Peces
0.36 mg/l [96 horas]

Crónico - CL50 - Agua fresca

Peces
0.054 mg/l [14 días]

Agudo - EC50 - Agua fresca

Dafnia
0.16 mg/l [48 horas]

Crónico - NOEC - Agua fresca

Dafnia
0.0071 mg/l [21 días]

Conclusión/resumen [Producto] : Consultar las Secciones 2 y 3 para los detalles.

12.2 Persistencia y degradabilidad

Ningún dato específico.

Conclusión/resumen [Producto] : En base a los datos disponibles, no se cumplen los criterios de clasificación.

Nombre del producto o ingrediente	Vida media acuática	Fotólisis	Biodegradabilidad
estireno	-	-	Fácil
6,6'-di-terc-butil-4,4'-tiodi-m-cresol	-	-	No inmediatamente

12.3 Potencial de bioacumulación

SYNOLITE™ 7044-M-1

SECCIÓN 12. Información ecológica

Nombre del producto o ingrediente	LogP _{ow}	FBC	Potencial
estireno 6,6'-di-terc-butil-4,4'-tiodi-m-cresol	2.96 5.24	13.49 -	Bajo Alta

12.4 Movilidad en el suelo

Coeficiente de partición tierra/agua

Ningún dato específico.

Resultados de la valoración PMT y mPmM

Nombre del producto o ingrediente	PMT	P	M	T	mPmM	mP	mM
estireno 6,6'-di-terc-butil-4,4'-tiodi-m-cresol	N/A No	N/A No	N/A No	Sí No	N/A No	N/A No	N/A No

Movilidad : Ningún dato específico.
Conclusión/resumen : El producto no cumple con los criterios para ser considerado como PMT o vPvM.

12.5 Resultados de la valoración PBT y mPmB

Reglamento (CE) n.º 1907/2006 [REACH]

Nombre del producto o ingrediente	PBT	P	B	T	mPmB	mP	mB
estireno 6,6'-di-terc-butil-4,4'-tiodi-m-cresol	No N/A	N/A N/A	No N/A	Sí Sí	No N/A	N/A N/A	No N/A

Reglamento (CE) n.º. 1272/2008 [CLP]

Nombre del producto o ingrediente	PBT	P	B	T	mPmB	mP	mB
estireno 6,6'-di-terc-butil-4,4'-tiodi-m-cresol	No No	N/A No	No No	Sí No	No No	N/A No	No No

Conclusión/resumen : El producto no cumple con los criterios para ser considerado como PBT o mPmB.
Reglamento (CE) n.º. 1272/2008 [CLP]

12.6 Propiedades de alteración endocrina

Ningún dato específico.

Conclusión/resumen [Producto] : El producto no cumple los criterios para ser considerado con propiedades de alteración endocrina según los criterios establecidos en el Reglamento (CE) n.º 1907/2006 o en el Reglamento (CE) n.º 1272/2008.

12.7 Otros efectos adversos

No se conocen efectos significativos o riesgos críticos.

SECCIÓN 13. Consideraciones relativas a la eliminación

La información recogida en esta sección contiene consejos e indicaciones generales. La lista de Usos identificados en la Sección 1 debe ser consultada para cualquier información disponible de uso específico mencionada en Escenario(s) de Exposición.

13.1 Métodos para el tratamiento de residuos

Producto	
Métodos de eliminación	: Evitar o minimizar la generación de residuos cuando sea posible. La eliminación de este producto, sus soluciones y cualquier derivado deben cumplir siempre con los requisitos de la legislación de protección del medio ambiente y eliminación de desechos y todos los requisitos de las autoridades locales. Desechar los sobrantes y productos no reciclables por medio de un constraatista autorizado a su eliminación. Los residuos no se deben tirar por la alcantarilla sin tratar a menos que sean compatibles con los requisitos de todas las autoridades con jurisdicción.
Residuos Peligrosos	: La clasificación del producto puede cumplir los criterios de mercancía peligrosa.
Empaquetado	
Métodos de eliminación	: Evitar o minimizar la generación de residuos cuando sea posible. Los envases residuales deben reciclarse. Sólo se deben contemplar la incineración o el enterramiento cuando el reciclaje no sea factible.
Precauciones especiales	: Elimínense los residuos del producto y sus recipientes con todas las precauciones posibles. Deben tomarse precauciones cuando se manipulen recipientes vaciados que no hayan sido limpiados o enjuagados. Los envases vacíos o los revestimientos pueden retener residuos del producto. El vapor procedente de residuos del producto puede crear una atmósfera altamente inflamable o explosiva en el interior del recipiente. No cortar, soldar ni esmerilar recipientes usados salvo que se hayan limpiado a fondo por dentro. Evitar la dispersión del material derramado, su contacto con el suelo, las vías fluviales, las tuberías de desagüe y las alcantarillas.

SECCIÓN 14. Información relativa al transporte

	ADR/RID	ADN	IMDG	IATA
14.1 Número ONU o número ID	UN1866	UN1866	UN1866	UN1866
14.2 Designación oficial de transporte de las Naciones Unidas	RESINA, SOLUCIONES DE	RESINA, SOLUCIONES DE	RESINA, SOLUCIONES DE	RESINA, SOLUCIONES DE
14.3 Clase(s) de peligro para el transporte	3 	3 	3 	3 
14.4 Grupo de embalaje	III	III	III	III
14.5 Peligros para el medio ambiente	No.	Sí.	No.	No.

Información adicional	
ADR/RID	: Excepción de líquido viscoso Este líquido viscoso de clase 3 no está sujeto a regulación en embalajes de hasta 450 l según 2.2.3.1.5.1. Código para túneles (D/E)
ADN	: El producto sólo está regulado como sustancia peligrosa para el medio ambiente cuando se transporta en buques cisterna. Excepción de líquido viscoso Este líquido viscoso de clase 3 no está sujeto a regulación en embalajes de hasta 450 l según 2.2.3.1.5.1.
IMDG	: Excepción de líquido viscoso Este líquido viscoso de clase 3 no está sujeto a regulación en embalajes de hasta 450 l según 2.3.2.5.

SYNOLITE™ 7044-M-1

SECCIÓN 14. Información relativa al transporte

- IATA** : La marca de sustancia peligrosa para el medio ambiente puede aparecer cuando así lo requieran otras normativas relativas al transporte.
- 14.6 Precauciones particulares para los usuarios** : **Transporte dentro de las premisas de usuarios:** siempre transporte en recipientes cerrados que estén verticales y seguros. Asegurar que las personas que transportan el producto conocen qué hacer en caso de un accidente o derrame.
- 14.7 Transporte marítimo a granel con arreglo a los instrumentos de la OMI** : No transportamos el producto a granel.

SECCIÓN 15. Información reglamentaria

15.1 Reglamentación y legislación en materia de seguridad, salud y medio ambiente específicas para la sustancia o la mezcla

- Reglamento de la UE (CE) n.º. 1907/2006 (REACH)
Anexo XIV - Lista de sustancias sujetas a autorización
Anexo XIV
Ninguno de los componentes se enumera por encima del límite correspondiente.
- Sustancias altamente preocupantes
Ninguno de los componentes se enumera por encima del límite correspondiente.
- Anexo XVII - Restricciones a la fabricación, la comercialización y el uso de determinadas sustancias, mezclas y artículos peligrosos

Nombre del producto o ingrediente	%	Identificación [Uso]
SYNOLITE™ 7044-M-1	≥90	3

- Etiquetado** : No aplicable.
- Otras regulaciones de la UE
Emisiones industriales (prevención y control integrados de la contaminación) - Aire : No inscrito
Emisiones industriales (prevención y control integrados de la contaminación) - Agua : No inscrito
Precursores de explosivos : No aplicable.
- Sustancias que agotan la capa de ozono (UE 2024/590)
No inscrito.
- Consentimiento informado previo (PIC) (649/2012/UE)
No inscrito.
- contaminantes orgánicos persistentes
No inscrito.
- Directiva Seveso
Este producto está controlado bajo la Directiva Seveso.
- Criterios de peligro

Categoría
P5c

- Regulaciones Internacionales
Sustancias químicas incluidas en la lista I, II y III de la Convención sobre armas químicas

SYNOLITE™ 7044-M-1

SECCIÓN 15. Información reglamentaria

No inscrito.

Protocolo de Montreal

No inscrito.

Convenio de Estocolmo sobre los contaminantes orgánicos persistentes

No inscrito.

Convención de Rotterdam sobre el consentimiento informado previo (CIP)

No inscrito.

Protocolo de Aarhus sobre metales pesados y COP de la CEPE

No inscrito.

15.2 Evaluación de la seguridad química

: Las valoraciones de seguridad química correspondientes a todas las sustancias presentes en este producto bien Han sido completadas o No son aplicables.

SECCIÓN 16. Otros datos

Indica la información que ha cambiado desde la edición de la versión anterior.

Abreviaturas y acrónimos

: ADN = Acuerdo Europeo Relativo al Transporte Internacional de Mercancías Peligrosas por Vía Navegable Interior
ADR = Acuerdo Europeo sobre el Transporte Internacional de Mercancías Peligrosas por Carretera
ETA = Estimación de Toxicidad Aguda
B = Bioacumulativo
FBC = Factor de Bioconcentración
CLP = Reglamento sobre Clasificación, Etiquetado y Envasado [Reglamento (CE) No 1272/2008]
DMEL = Nivel de Efecto Mínimo Derivado
DNEL = Nivel sin efecto derivado
Indicación EUH = Indicación de Peligro específica del CLP
IATA = Asociación de Transporte Aéreo Internacional
IMDG = Código Marítimo Internacional de Mercancías Peligrosas
OMI = Organización Marítima Internacional
M = móvil
N/A = No disponible
P = Persistente
PBT = Persistente, Bioacumulativo y Tóxico
PMT = Persistente, móvil y tóxico
PNEC = Concentración Prevista Sin Efecto
RID = Reglamento de Transporte Internacional de Mercancías Peligrosas por Ferrocarril
RRN = Número de Registro REACH
SGG = Grupo de segregación
T = Tóxico
mB = Muy Bioacumulativa
mM = muy móvil
mP = Muy Persistente
mPmB = Muy Persistente y Muy Bioacumulativa
mPmM = Muy persistente y muy móvil

Texto completo de las frases H abreviadas

SYNOLITE™ 7044-M-1

SECCIÓN 16. Otros datos

H226	Líquidos y vapores inflamables.
H304	Puede ser mortal en caso de ingestión y penetración en las vías respiratorias.
H315	Provoca irritación cutánea.
H317	Puede provocar una reacción alérgica en la piel.
H319	Provoca irritación ocular grave.
H332	Nocivo en caso de inhalación.
H335	Puede irritar las vías respiratorias.
H361d	Se sospecha que puede dañar al feto.
H372	Provoca daños en los órganos tras exposiciones prolongadas o repetidas.
H400	Muy tóxico para los organismos acuáticos.
H410	Muy tóxico para los organismos acuáticos, con efectos nocivos duraderos.
H412	Nocivo para los organismos acuáticos, con efectos nocivos duraderos.

Texto completo de las clasificaciones [CLP/SGA]

Acute Tox. 4	TOXICIDAD AGUDA - Categoría 4
Aquatic Acute 1	PELIGRO ACUÁTICO A CORTO PLAZO (AGUDO) - Categoría 1
Aquatic Chronic 1	PELIGRO ACUÁTICO A LARGO PLAZO (CRÓNICO) - Categoría 1
Aquatic Chronic 3	PELIGRO ACUÁTICO A LARGO PLAZO (CRÓNICO) - Categoría 3
Asp. Tox. 1	PELIGRO POR ASPIRACIÓN - Categoría 1
Eye Irrit. 2	LESIONES OCULARES GRAVES O IRRITACIÓN OCULAR - Categoría 2
Flam. Liq. 3	LÍQUIDOS INFLAMABLES - Categoría 3
Repr. 2	TOXICIDAD PARA LA REPRODUCCIÓN - Categoría 2
Skin Irrit. 2	CORROSIÓN O IRRITACIÓN CUTÁNEAS - Categoría 2
Skin Sens. 1	SENSIBILIZACIÓN CUTÁNEA - Categoría 1
STOT RE 1	TOXICIDAD ESPECÍFICA EN DETERMINADOS ÓRGANOS (STOT) - EXPOSICIONES REPETIDAS - Categoría 1
STOT SE 3	Specific Target Organ Toxicity - Single Exposure - Categoría 3

Fecha de impresión : 12/11/2025

Fecha de emisión/ Fecha de revisión : 12/11/2025

Fecha de la emisión anterior : No hay validación anterior

Versión : 26

Aviso al lector

Según nuestro conocimiento y experiencia, la información aquí contenida es correcta. No obstante, ni el proveedor ni ninguna de sus subsidiarias asumen ninguna responsabilidad sobre la exactitud o integridad de la información aquí contenida.

La determinación final relativa a la idoneidad de todo material es responsabilidad exclusiva del usuario. Todos los materiales pueden presentar peligros desconocidos y deben usarse con cautela. Si bien aquí se describen ciertos peligros, no podemos garantizar que éstos sean los únicos que existan.

SAFETY DATA SHEET

SYNOLITE™ 7044-M-1



SECTION 1: Identification of the substance/mixture and of the company/undertaking

1.1 Product identifier

Product name : SYNOLITE™ 7044-M-1
UFI : HXF0-00JY-K000-SH1C
Product code : 006397
Product type : Liquid.

1.2 Relevant identified uses of the substance or mixture and uses advised against

Identified uses

Resins system used in the production of fibre reinforced plastics or non-reinforced filled products.

Uses advised against

Consumer use

1.3 Details of the supplier of the safety data sheet

AOC Italia s.r.l.
Via Rodi 5
I-24040 Filago
Italy
Tel.: +39 035997111
www.aocformulations.com/en-emea/

e-mail address of person responsible for this SDS : product.safety@aocformulations.com

1.4 Emergency telephone number

Emergency telephone number (with hours of operation) : CHEMTREC (local): +353 1 901 4670 (24h, Dublin) provide CCN 1021196
CHEMTREC (international): +44 20 3885 0382 (24h, United Kingdom, multilingual) provide CCN 1021196
CHEMTREC (international): +1 703 527 3887 (24h, United States, multilingual) provide CCN 1021196

National advisory body/Poison Center

Telephone number : +353 (01) 809 2566 (24 hour service) - Healthcare Professionals
+353 (01) 809 2166 (8:00 a.m. to 10:00 p.m. 7 days a week) - Members of Public

SECTION 2: Hazards identification

2.1 Classification of the substance or mixture

Product definition : Mixture

Classification according to Regulation (EC) No. 1272/2008 [CLP/GHS]

Flam. Liq. 3, H226
Skin Irrit. 2, H315
Eye Irrit. 2, H319
Repr. 2, H361d
STOT SE 3, H335
STOT RE 1, H372
Aquatic Chronic 3, H412

The product is classified as hazardous according to Regulation (EC) 1272/2008 as amended.

See Section 16 for the full text of the H statements declared above.

See Section 11 for more detailed information on health effects and symptoms.

2.2 Label elements

SECTION 2: Hazards identification

Hazard pictograms

:



Signal word

: Danger

Hazard statements

: H226 - Flammable liquid and vapor.
H315 - Causes skin irritation.
H319 - Causes serious eye irritation.
H335 - May cause respiratory irritation.
H361d - Suspected of damaging the unborn child.
H372 - Causes damage to organs through prolonged or repeated exposure.
H412 - Harmful to aquatic life with long lasting effects.

Precautionary statements

Prevention

: P280 - Wear protective gloves, protective clothing, eye protection, face protection, or hearing protection.
P210 - Keep away from heat, hot surfaces, sparks, open flames and other ignition sources. No smoking.
P271 - Use only outdoors or in a well-ventilated area.
P260 - Do not breathe vapor.

Response

: Not applicable.

Storage

: P405 - Store locked up.

Disposal

: P501 - Dispose of contents and container in accordance with all local, regional, national and international regulations.

Hazardous ingredients

: styrene

Supplemental label elements

: Not applicable.

Annex XVII - Restrictions on the manufacture, placing on the market and use of certain dangerous substances, mixtures and articles

: Not applicable.

Special packaging requirements

Containers to be fitted with child-resistant fastenings

: Yes, applicable.

Tactile warning of danger

: Yes, applicable.

2.3 Other hazards

Product meets the criteria for PBT or vPvB according to Regulation (EC) No. 1907/2006, Annex XIII

: This mixture does not contain any substances that are assessed to be a PBT or a vPvB.

Product meets the criteria for endocrine disrupting properties according to Regulation (EC) No. 1907/2006.

: The substance/mixture does not contain components considered to have endocrine disrupting properties according to REACH Article 57(f) or commission Delegated regulation (EU) 2017/2100 or Commission Regulation (EU) 2018/605 at levels of 0.1% or higher.

Other hazards which do not result in classification

: None known.

SECTION 3: Composition/information on ingredients

3.2 Mixtures

: Mixture

Product/ingredient name	Identifiers	%	Classification	Specific Conc. Limits, M-factors and ATEs	Type
styrene	REACH #: 01-2119457861-32 EC: 202-851-5 CAS: 100-42-5 Index: 601-026-00-0	≥25 - ≤50	Flam. Liq. 3, H226 Acute Tox. 4, H332 Skin Irrit. 2, H315 Eye Irrit. 2, H319 Repr. 2, H361d STOT SE 3, H335 STOT RE 1, H372 (hearing organs) Asp. Tox. 1, H304 Aquatic Chronic 3, H412	ATE [Inhalation (vapours)] = 11.8 mg/l	[1] [2]
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	REACH #: 01-2119514452-49 EC: 202-525-2 CAS: 96-69-5	<0.1	Skin Sens. 1, H317 Aquatic Acute 1, H400 Aquatic Chronic 1, H410 See Section 16 for the full text of the H statements declared above.	M [Acute] = 1 M [Chronic] = 10	[1] [2]

There are no additional ingredients present which, within the current knowledge of the supplier and in the concentrations applicable, are classified as hazardous to health or the environment, are PBTs, vPvBs or Substances of equivalent concern, or have been assigned a workplace exposure limit and hence require reporting in this section.

Type

[1] Substance classified with a health or environmental hazard

[2] Substance with a workplace exposure limit

Occupational exposure limits, if available, are listed in Section 8.

SECTION 4: First aid measures

4.1 Description of first aid measures

Eye contact

: Immediately flush eyes with plenty of water, occasionally lifting the upper and lower eyelids. Check for and remove any contact lenses. Continue to rinse for at least 10 minutes. Get medical attention.

Inhalation

: Remove victim to fresh air and keep at rest in a position comfortable for breathing. If it is suspected that fumes are still present, the rescuer should wear an appropriate mask or self-contained breathing apparatus. If not breathing, if breathing is irregular or if respiratory arrest occurs, provide artificial respiration or oxygen by trained personnel. It may be dangerous to the person providing aid to give mouth-to-mouth resuscitation. Get medical attention. If necessary, call a poison center or physician. If unconscious, place in recovery position and get medical attention immediately. Maintain an open airway. Loosen tight clothing such as a collar, tie, belt or waistband.

Skin contact

: Wash contaminated skin with soap and water. Remove contaminated clothing and shoes. Continue to rinse for at least 10 minutes. Get medical attention. Wash clothing before reuse. Clean shoes thoroughly before reuse.

Ingestion

: Wash out mouth with water. Remove dentures if any. If material has been swallowed and the exposed person is conscious, give small quantities of water to drink. Stop if the exposed person feels sick as vomiting may be dangerous. Do not induce vomiting unless directed to do so by medical personnel. If vomiting occurs, the head should be kept low so that vomit does not enter the lungs. Get medical attention. Never give anything by mouth to an unconscious person. If unconscious, place in recovery position and get medical attention immediately. Maintain an open airway. Loosen tight clothing such as a collar, tie, belt or waistband.

SECTION 4: First aid measures

Protection of first-aiders : No action shall be taken involving any personal risk or without suitable training. If it is suspected that fumes are still present, the rescuer should wear an appropriate mask or self-contained breathing apparatus. It may be dangerous to the person providing aid to give mouth-to-mouth resuscitation.

4.2 Most important symptoms and effects, both acute and delayed

Over-exposure signs/symptoms

Eye contact : Adverse symptoms may include the following:
pain or irritation
watering
redness

Inhalation : Adverse symptoms may include the following:
respiratory tract irritation
coughing
reduced fetal weight
increase in fetal deaths
skeletal malformations

Skin contact : Adverse symptoms may include the following:
irritation
redness
reduced fetal weight
increase in fetal deaths
skeletal malformations

Ingestion : Adverse symptoms may include the following:
reduced fetal weight
increase in fetal deaths
skeletal malformations

4.3 Indication of any immediate medical attention and special treatment needed

Notes to physician : Treat symptomatically. Contact poison treatment specialist immediately if large quantities have been ingested or inhaled.

Specific treatments : No specific treatment.

SECTION 5: Firefighting measures

5.1 Extinguishing media

Suitable extinguishing media : Use dry chemical, CO₂, water spray (fog) or foam.

Unsuitable extinguishing media : Do not use water jet.

5.2 Special hazards arising from the substance or mixture

Hazards from the substance or mixture : Flammable liquid and vapor. Runoff to sewer may create fire or explosion hazard. In a fire or if heated, a pressure increase will occur and the container may burst, with the risk of a subsequent explosion. The vapor/gas is heavier than air and will spread along the ground. Vapors may accumulate in low or confined areas or travel a considerable distance to a source of ignition and flash back. This material is harmful to aquatic life with long lasting effects. Fire water contaminated with this material must be contained and prevented from being discharged to any waterway, sewer or drain.

Hazardous combustion products : Decomposition products may include the following materials:
carbon dioxide
carbon monoxide
Aldehydes
Organic acid.

5.3 Advice for firefighters

SECTION 5: Firefighting measures

- Special protective actions for fire-fighters** : Promptly isolate the scene by removing all persons from the vicinity of the incident if there is a fire. No action shall be taken involving any personal risk or without suitable training. Move containers from fire area if this can be done without risk. Use water spray to keep fire-exposed containers cool.
- Special protective equipment for fire-fighters** : Fire-fighters should wear appropriate protective equipment and self-contained breathing apparatus (SCBA) with a full face-piece operated in positive pressure mode. Clothing for fire-fighters (including helmets, protective boots and gloves) conforming to European standard EN 469 will provide a basic level of protection for chemical incidents.

SECTION 6: Accidental release measures

6.1 Personal precautions, protective equipment and emergency procedures

- For non-emergency personnel** : No action shall be taken involving any personal risk or without suitable training. Evacuate surrounding areas. Keep unnecessary and unprotected personnel from entering. Do not touch or walk through spilled material. Shut off all ignition sources. No flares, smoking or flames in hazard area. Avoid breathing vapor or mist. Provide adequate ventilation. Wear appropriate respirator when ventilation is inadequate. Put on appropriate personal protective equipment.
- For emergency responders** : If specialized clothing is required to deal with the spillage, take note of any information in Section 8 on suitable and unsuitable materials. See also the information in "For non-emergency personnel".

6.2 Environmental precautions

- : Avoid dispersal of spilled material and runoff and contact with soil, waterways, drains and sewers. Inform the relevant authorities if the product has caused environmental pollution (sewers, waterways, soil or air). Water polluting material. May be harmful to the environment if released in large quantities.

6.3 Methods and materials for containment and cleaning up

- Small spill** : Stop leak if without risk. Move containers from spill area. Use spark-proof tools and explosion-proof equipment. Absorb with an inert material and place in an appropriate waste disposal container. Dispose of via a licensed waste disposal contractor.
- Large spill** : Stop leak if without risk. Move containers from spill area. Use spark-proof tools and explosion-proof equipment. Approach release from upwind. Prevent entry into sewers, water courses, basements or confined areas. Wash spillages into an effluent treatment plant or proceed as follows. Dispose of via a licensed waste disposal contractor. Contaminated absorbent material may pose the same hazard as the spilled product. Contain and collect spillage with non-combustible, absorbent material e.g. sand, earth, vermiculite or diatomaceous earth and place in container for disposal according to local regulations.

6.4 Reference to other sections

- : See Section 1 for emergency contact information.
See Section 8 for information on appropriate personal protective equipment.
See Section 13 for additional waste treatment information.

SECTION 7: Handling and storage

The information in this section contains generic advice and guidance. The list of Identified Uses in Section 1 should be consulted for any available use-specific information provided in the Exposure Scenario(s).

7.1 Precautions for safe handling

- Protective measures** : Put on appropriate personal protective equipment (see Section 8). Avoid exposure - obtain special instructions before use. Avoid exposure during pregnancy. Do not handle until all safety precautions have been read and understood. Do not get in eyes or on skin or clothing. Do not breathe vapor or mist. Do not ingest. Avoid release to the environment. Use only with adequate ventilation. Wear appropriate respirator when ventilation is inadequate. Do not enter storage areas and confined spaces unless adequately ventilated. Keep in the original container or an approved alternative made from a compatible material, kept tightly closed when not in use. Store and use away from heat, sparks, open flame or any other ignition source. Use

SYNOLITE™ 7044-M-1

SECTION 7: Handling and storage

explosion-proof electrical (ventilating, lighting and material handling) equipment. Use only non-sparking tools. Take precautionary measures against electrostatic discharges. Empty containers retain product residue and can be hazardous. Do not reuse container.

Advice on general occupational hygiene : Eating, drinking and smoking should be prohibited in areas where this material is handled, stored and processed. Workers should wash hands and face before eating, drinking and smoking. Remove contaminated clothing and protective equipment before entering eating areas. See also Section 8 for additional information on hygiene measures.

7.2 Conditions for safe storage, including any incompatibilities

Store in accordance with local regulations. Store in a segregated and approved area. Store in original container protected from direct sunlight in a dry, cool and well-ventilated area, away from incompatible materials (see Section 10) and food and drink. Store locked up. Eliminate all ignition sources. Separate from oxidizing materials. Keep container tightly closed and sealed until ready for use. Containers that have been opened must be carefully resealed and kept upright to prevent leakage. Do not store in unlabeled containers. Use appropriate containment to avoid environmental contamination. See Section 10 for incompatible materials before handling or use.

Seveso Directive - Reporting thresholds

Danger criteria

Category	Notification and MAPP threshold	Safety report threshold
P5c	5000 tonnes	50000 tonnes

7.3 Specific end use(s)

Recommendations : Resins system used in the production of fibre reinforced plastics or non-reinforced filled products.

SECTION 8: Exposure controls/personal protection

The information in this section contains generic advice and guidance. Information is provided based on typical anticipated uses of the product. Additional measures might be required for bulk handling or other uses that could significantly increase worker exposure or environmental releases.

8.1 Control parameters

Occupational exposure limits

Product/ingredient name	Exposure limit values
styrene	NAOSH (Ireland, 4/2024) Notes: Advisory Occupational Exposure Limit Values (OELVs) OELV 8 hours: 20 ppm. OELV 8 hours: 85 mg/m³. OELV 15 minutes: 40 ppm. OELV 15 minutes: 170 mg/m³.
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	NAOSH (Ireland, 4/2024) Notes: Advisory Occupational Exposure Limit Values (OELVs) OELV 8 hours: 1 mg/m³. Form: Inhalable fraction.

Recommended monitoring procedures : Reference should be made to monitoring standards, such as the following: European Standard EN 689 (Workplace atmospheres - Guidance for the assessment of exposure by inhalation to chemical agents for comparison with limit values and measurement strategy) European Standard EN 14042 (Workplace atmospheres - Guide for the application and use of procedures for the assessment of exposure to chemical and biological agents) European Standard EN 482 (Workplace atmospheres - General requirements for the performance of procedures for the measurement of chemical agents) Reference to national guidance documents for methods for the determination of hazardous substances will also be required.

DNELs/DMELs

Product/ingredient name	Result
-------------------------	--------

SYNOLITE™ 7044-M-1

SECTION 8: Exposure controls/personal protection

styrene	DNEL - General population - Long term - Oral 7.7 µg/kg bw/day <u>Effects:</u> Systemic DNEL - General population - Long term - Inhalation 1 mg/m³ <u>Effects:</u> Local DNEL - General population - Long term - Inhalation 1 mg/m³ <u>Effects:</u> Systemic DNEL - General population - Short term - Inhalation 10 mg/m³ <u>Effects:</u> Local DNEL - General population - Short term - Inhalation 10 mg/m³ <u>Effects:</u> Systemic DNEL - Workers - Long term - Inhalation 85 mg/m³ <u>Effects:</u> Systemic DNEL - Workers - Short term - Inhalation 100 mg/m³ <u>Effects:</u> Local DNEL - Workers - Long term - Inhalation 100 mg/m³ <u>Effects:</u> Local DNEL - Workers - Short term - Inhalation 100 mg/m³ <u>Effects:</u> Systemic DNEL - General population - Long term - Dermal 343 mg/kg bw/day <u>Effects:</u> Systemic DNEL - Workers - Long term - Dermal 406 mg/kg bw/day <u>Effects:</u> Systemic
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	DNEL - General population - Long term - Oral 0.2 mg/kg bw/day <u>Effects:</u> Systemic DNEL - General population - Long term - Dermal 0.5 mg/kg bw/day <u>Effects:</u> Systemic DNEL - General population - Long term - Inhalation 0.7 mg/m³ <u>Effects:</u> Systemic DNEL - Workers - Long term - Dermal 1 mg/kg bw/day <u>Effects:</u> Systemic DNEL - Workers - Long term - Inhalation 2.8 mg/m³ <u>Effects:</u> Systemic

SYNOLITE™ 7044-M-1

SECTION 8: Exposure controls/personal protection

PNECs

Product/ingredient name

styrene

Result

Fresh water - Assessment Factors

0.028 mg/l

Marine water - Assessment Factors

0.014 mg/l

Fresh water sediment - Equilibrium Partitioning

0.614 mg/kg dwt

Marine water sediment - Equilibrium Partitioning

0.307 mg/kg dwt

Sewage Treatment Plant - Assessment Factors

5 mg/l

Soil - Equilibrium Partitioning

0.2 mg/kg dwt

6,6'-di-tert-butyl-4,4'-thiodi-m-cresol

Fresh water

0 mg/l

Marine water

0 mg/l

Fresh water sediment

5.77 mg/kg dwt

Marine water sediment

0.577 mg/kg dwt

Soil

1.15 mg/kg dwt

Secondary Poisoning

2 mg/kg

8.2 Exposure controls

Appropriate engineering controls

: Use only with adequate ventilation. Use process enclosures, local exhaust ventilation or other engineering controls to keep worker exposure to airborne contaminants below any recommended or statutory limits. The engineering controls also need to keep gas, vapor or dust concentrations below any lower explosive limits. Use explosion-proof ventilation equipment.

Individual protection measures

Hygiene measures

: Wash hands, forearms and face thoroughly after handling chemical products, before eating, smoking and using the lavatory and at the end of the working period. Appropriate techniques should be used to remove potentially contaminated clothing. Wash contaminated clothing before reusing. Ensure that eyewash stations and safety showers are close to the workstation location.

Eye/face protection

: Safety eyewear complying with an approved standard should be used when a risk assessment indicates this is necessary to avoid exposure to liquid splashes, mists or dusts. Use eye protection according to EN 166.

Skin protection

SECTION 8: Exposure controls/personal protection

- Hand protection** : Personal protective equipment for the body should be selected based on the task being performed and the risks involved and should be approved by a specialist before handling this product. When there is a risk of ignition from static electricity, wear anti-static protective clothing. For the greatest protection from static discharges, clothing should include anti-static overalls, boots and gloves. Refer to European Standard EN 1149 for further information on material and design requirements and test methods.
- Body protection** : Chemical-resistant, impervious gloves complying with an approved standard should be worn at all times when handling chemical products if a risk assessment indicates this is necessary. Considering the parameters specified by the glove manufacturer, check during use that the gloves are still retaining their protective properties. It should be noted that the time to breakthrough for any glove material may be different for different glove manufacturers. In the case of mixtures, consisting of several substances, the protection time of the gloves cannot be accurately estimated. EN 374: Viton: thickness $\geq 0,7\text{mm}$; Break through time: 240 - 480 min; Nitrile rubber: thickness $\geq 0,4\text{mm}$; Break through time: < 60 min
- Other skin protection** : Appropriate footwear and any additional skin protection measures should be selected based on the task being performed and the risks involved and should be approved by a specialist before handling this product.
- Respiratory protection** : Use a properly fitted, air-purifying or air-fed respirator complying with an approved standard if a risk assessment indicates this is necessary. Ventilation is normally required when handling or using this product. Respiratory mask with gas filter A, meeting EN14387, is required for not well ventilated working areas.
- Environmental exposure controls** : Emissions from ventilation or work process equipment should be checked to ensure they comply with the requirements of environmental protection legislation. In some cases, fume scrubbers, filters or engineering modifications to the process equipment will be necessary to reduce emissions to acceptable levels.

SECTION 9: Physical and chemical properties

The conditions of measurement of all properties are at standard temperature and pressure unless otherwise indicated.

9.1 Information on basic physical and chemical properties

Appearance

- Physical state** : Liquid.
- Color** : Brown.
- Odor** : Characteristic.
- Odor threshold** : 0.15 to 25 ppm
- Melting point/freezing point** : $<25^{\circ}\text{C}$
- Boiling point or initial boiling point and boiling range** : 145°C
- Flammability** : Not established.
- Lower and upper explosion limit** : Lower: 1.1%
Upper: 6.1%
- Flash point** : Closed cup: 32°C
- Auto-ignition temperature** : 490°C
- Decomposition temperature** : Not established.
- pH** : 7 [Conc. (% w/w): 0.02%]
- Viscosity** : Dynamic (room temperature): 595 to 805 mPa·s
Kinematic (room temperature): $>586\text{ mm}^2/\text{s}$
Kinematic (40°C): $>20.5\text{ mm}^2/\text{s}$
- Solubility in water** : $<0.02\text{ g/l}$
- Partition coefficient n-octanol/water (log Pow)** : Not applicable.
- Vapor pressure** : 0.67 kPa (5.02567 mm Hg)
- Density** : 1.014 g/cm^3 [23°C]

SYNOLITE™ 7044-M-1

SECTION 9: Physical and chemical properties

Relative vapor density : 3.6 [Air = 1]

Particle characteristics

Median particle size : Not applicable.

9.2 Other information

9.2.1 Information with regard to physical hazard classes

Explosive properties : Not established.

Oxidizing properties : Not established.

9.2.2 Other safety characteristics

Miscible with water : No.

Evaporation rate : 12.4 (butyl acetate = 1)

SECTION 10: Stability and reactivity

10.1 Reactivity : No specific test data related to reactivity available for this product or its ingredients.

10.2 Chemical stability : The product is stable.

10.3 Possibility of hazardous reactions : Under normal conditions of storage and use, hazardous reactions will not occur.

10.4 Conditions to avoid : Avoid all possible sources of ignition (spark or flame). Do not pressurize, cut, weld, braze, solder, drill, grind or expose containers to heat or sources of ignition. Do not allow vapor to accumulate in low or confined areas.

10.5 Incompatible materials : Reactive or incompatible with the following materials:
strong acids
oxidizing materials

10.6 Hazardous decomposition products : Under normal conditions of storage and use, hazardous decomposition products should not be produced.

SECTION 11: Toxicological information

11.1 Information on hazard classes as defined in Regulation (EC) No 1272/2008

Acute toxicity

Product/ingredient name

styrene

Result

Rat - Dermal - LD50

>2000 mg/kg

Rat - Oral - LD50

5000 mg/kg

Rat - Inhalation - LC50 Vapor

11800 mg/m³ [4 hours]

6,6'-di-tert-butyl-4,4'-thiodi-m-cresol

Rat - Oral - LD50

2315 to 2420 mg/kg

Rabbit - Dermal - LD50

>5010 mg/kg

Conclusion/Summary [Product] : See Sections 2 and 3 for details.

Skin corrosion/irritation

SYNOLITE™ 7044-M-1

SECTION 11: Toxicological information

Product/ingredient name	Result
styrene	Rabbit - Skin - Mild irritant <u>Amount/concentration applied</u> : 500 mg
	Rabbit - Skin - Moderate irritant <u>Amount/concentration applied</u> : 100 %

Conclusion/Summary [Product] : See Sections 2 and 3 for details.

Serious eye damage/eye irritation

Product/ingredient name	Result
styrene	Human - Eyes - Mild irritant <u>Amount/concentration applied</u> : 50 ppm
	Rabbit - Eyes - Moderate irritant <u>Duration of treatment/exposure</u> : 24 hours <u>Amount/concentration applied</u> : 100 mg
	Rabbit - Eyes - Severe irritant <u>Amount/concentration applied</u> : 100 mg

Conclusion/Summary [Product] : See Sections 2 and 3 for details.

Respiratory corrosion/irritation

No specific data.

Conclusion/Summary [Product] : Based on available data, the classification criteria are not met.

Respiratory or skin sensitization

No specific data.

Skin

Conclusion/Summary [Product] : Based on available data, the classification criteria are not met.

Respiratory

Conclusion/Summary [Product] : Based on available data, the classification criteria are not met.

Germ cell mutagenicity

No specific data.

Conclusion/Summary [Product] : Based on available data, the classification criteria are not met.

Carcinogenicity

No specific data.

Conclusion/Summary [Product] : Based on available data, the classification criteria are not met.

Reproductive toxicity

Product/ingredient name	Result
styrene	Rat - Male, Female - Inhalation 2.13 g/m³ Maternal toxicity: Positive <u>Fertility effects</u> : Positive

SECTION 11: Toxicological information

Conclusion/Summary [Product] : See Sections 2 and 3 for details.

Specific target organ toxicity (single exposure)

Product/ingredient name	Result
styrene	STOT SE 3, H335 (Respiratory tract irritation)

Specific target organ toxicity (repeated exposure)

Product/ingredient name	Result
styrene	STOT RE 1, H372 (hearing organs)

Potential acute health effects

Eye contact	: Causes serious eye irritation.
Inhalation	: May cause respiratory irritation.
Skin contact	: Causes skin irritation.
Ingestion	: No known significant effects or critical hazards.

Symptoms related to the physical, chemical and toxicological characteristics

Eye contact	: Adverse symptoms may include the following: pain or irritation watering redness
Inhalation	: Adverse symptoms may include the following: respiratory tract irritation coughing reduced fetal weight increase in fetal deaths skeletal malformations
Skin contact	: Adverse symptoms may include the following: irritation redness reduced fetal weight increase in fetal deaths skeletal malformations
Ingestion	: Adverse symptoms may include the following: reduced fetal weight increase in fetal deaths skeletal malformations

Delayed and immediate effects and also chronic effects from short and long term exposure

Short term exposure

Potential immediate effects	: No known effect according to our database.
Potential delayed effects	: No known effect according to our database.

Long term exposure

Potential immediate effects	: No known effect according to our database.
Potential delayed effects	: No known effect according to our database.

Potential chronic health effects

No specific data.

Conclusion/Summary [Product]	: No known effect according to our database.
General	: Causes damage to organs through prolonged or repeated exposure.
Carcinogenicity	: No known significant effects or critical hazards.
Mutagenicity	: No known significant effects or critical hazards.
Reproductive toxicity	: Suspected of damaging the unborn child.

SYNOLITE™ 7044-M-1

SECTION 11: Toxicological information

11.2 Information on other hazards

11.2.1 Endocrine disrupting properties

No specific data.

Conclusion/Summary [Product] : The product does not meet the criteria to be considered as having endocrine disrupting properties according to the criteria set out in either Regulation (EC) No. 1907/2006 or Regulation (EC) No 1272/2008.

11.2.2 Other information

No known significant effects or critical hazards.

SECTION 12: Ecological information

12.1 Toxicity

Product/ingredient name	Result
styrene	Acute - LC50 - Fresh water Fish 4.02 mg/l [96 hours]
	Acute - EC50 - Fresh water Daphnia 4.7 mg/l [48 hours]
	Chronic - NOEC - Fresh water Daphnia 1.01 mg/l [21 days]
	Acute - EC50 - Fresh water Algae 4.9 mg/l [72 hours]
	Chronic - EC10 - Fresh water Algae 0.28 mg/l [96 hours]
	Acute - LC50 - Fresh water Fish 0.36 mg/l [96 hours]
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	Chronic - LC50 - Fresh water Fish 0.054 mg/l [14 days]
	Acute - EC50 - Fresh water Daphnia 0.16 mg/l [48 hours]
	Chronic - NOEC - Fresh water Daphnia 0.0071 mg/l [21 days]

Conclusion/Summary [Product] : See Sections 2 and 3 for details.

12.2 Persistence and degradability

No specific data.

Conclusion/Summary [Product] : Based on available data, the classification criteria are not met.

Product/ingredient name	Aquatic half-life	Photolysis	Biodegradability
styrene	-	-	Readily
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	-	-	Not readily

SYNOLITE™ 7044-M-1

SECTION 12: Ecological information

12.3 Bioaccumulative potential

Product/ingredient name	LogP _{ow}	BCF	Potential
styrene	2.96	13.49	Low
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	5.24	-	High

12.4 Mobility in soil

Soil/Water partition coefficient

No specific data.

Results of PMT and vPvM assessment

Product/ingredient name	PMT	P	M	T	vPvM	vP	vM
styrene	N/A	N/A	N/A	Yes	N/A	N/A	N/A
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	No	No	No	No	No	No	No

Mobility : No specific data.
Conclusion/Summary : The product does not meet the criteria to be considered as a PMT or vPvM.

12.5 Results of PBT and vPvB assessment

Regulation (EC) No. 1907/2006 [REACH]

Product/ingredient name	PBT	P	B	T	vPvB	vP	vB
styrene	No	N/A	No	Yes	No	N/A	No
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	N/A	N/A	N/A	Yes	N/A	N/A	N/A

Regulation (EC) No. 1272/2008 [CLP]

Product/ingredient name	PBT	P	B	T	vPvB	vP	vB
styrene	No	N/A	No	Yes	No	N/A	No
6,6'-di-tert-butyl-4,4'-thiodi-m-cresol	No	No	No	No	No	No	No

Conclusion/Summary : The product does not meet the criteria to be considered as a PBT or vPvB.
Regulation (EC) No. 1272/2008 [CLP]

12.6 Endocrine disrupting properties

No specific data.

Conclusion/Summary [Product] : The product does not meet the criteria to be considered as having endocrine disrupting properties according to the criteria set out in either Regulation (EC) No. 1907/2006 or Regulation (EC) No 1272/2008.

12.7 Other adverse effects

No known significant effects or critical hazards.

SECTION 13: Disposal considerations

The information in this section contains generic advice and guidance. The list of Identified Uses in Section 1 should be consulted for any available use-specific information provided in the Exposure Scenario(s).

13.1 Waste treatment methods

Product

SECTION 13: Disposal considerations

- Methods of disposal** : The generation of waste should be avoided or minimized wherever possible. Disposal of this product, solutions and any by-products should at all times comply with the requirements of environmental protection and waste disposal legislation and any regional local authority requirements. Dispose of surplus and non-recyclable products via a licensed waste disposal contractor. Waste should not be disposed of untreated to the sewer unless fully compliant with the requirements of all authorities with jurisdiction.
- Hazardous waste** : The classification of the product may meet the criteria for a hazardous waste.
- Packaging**
- Methods of disposal** : The generation of waste should be avoided or minimized wherever possible. Waste packaging should be recycled. Incineration or landfill should only be considered when recycling is not feasible.
- Special precautions** : This material and its container must be disposed of in a safe way. Care should be taken when handling emptied containers that have not been cleaned or rinsed out. Empty containers or liners may retain some product residues. Vapor from product residues may create a highly flammable or explosive atmosphere inside the container. Do not cut, weld or grind used containers unless they have been cleaned thoroughly internally. Avoid dispersal of spilled material and runoff and contact with soil, waterways, drains and sewers.

SECTION 14: Transport information

	ADR/RID	ADN	IMDG	IATA
14.1 UN number or ID number	UN1866	UN1866	UN1866	UN1866
14.2 UN proper shipping name	RESIN SOLUTION	RESIN SOLUTION	RESIN SOLUTION	RESIN SOLUTION
14.3 Transport hazard class(es)	3 	3 	3 	3 
14.4 Packing group	III	III	III	III
14.5 Environmental hazards	No.	Yes.	No.	No.

Additional information

- ADR/RID** : **Viscous liquid exception** This class 3 viscous liquid is not subject to regulation in packagings up to 450 L according to 2.2.3.1.5.1.
Tunnel code (D/E)
- ADN** : The product is only regulated as an environmentally hazardous substance when transported in tank vessels.
Viscous liquid exception This class 3 viscous liquid is not subject to regulation in packagings up to 450 L according to 2.2.3.1.5.1.
- IMDG** : **Viscous liquid exception** This class 3 viscous liquid is not subject to regulation in packagings up to 450 L according to 2.3.2.5.
- IATA** : The environmentally hazardous substance mark may appear if required by other transportation regulations.
- 14.6 Special precautions for user** : **Transport within user's premises:** always transport in closed containers that are upright and secure. Ensure that persons transporting the product know what to do in the event of an accident or spillage.

SYNOLITE™ 7044-M-1

SECTION 14: Transport information

14.7 Maritime transport in bulk according to IMO instruments : Product is not transported by us in bulk.

SECTION 15: Regulatory information

15.1 Safety, health and environmental regulations/legislation specific for the substance or mixture

EU Regulation (EC) No. 1907/2006 (REACH)

Annex XIV - List of substances subject to authorization

Annex XIV

None of the components are listed above the relevant limit.

Substances of very high concern

None of the components are listed above the relevant limit.

Annex XVII - Restrictions on the manufacture, placing on the market and use of certain dangerous substances, mixtures and articles

Product/ingredient name	%	Designation [Usage]
SYNOLITE™ 7044-M-1	≥90	3

Labeling : Not applicable.

Other EU regulations

Industrial emissions (integrated pollution prevention and control) - Air : Not listed

Industrial emissions (integrated pollution prevention and control) - Water : Not listed

Explosive precursors : Not applicable.

Ozone depleting substances (EU 2024/590)

Not listed.

Prior Informed Consent (PIC) (649/2012/EU)

Not listed.

Persistent Organic Pollutants

Not listed.

Seveso Directive

This product is controlled under the Seveso Directive.

Danger criteria

Category
P5c

International regulations

Chemical Weapon Convention List Schedules I, II & III Chemicals

Not listed.

Montreal Protocol

Not listed.

Stockholm Convention on Persistent Organic Pollutants

Not listed.

Rotterdam Convention on Prior Informed Consent (PIC)

SYNOLITE™ 7044-M-1

SECTION 15: Regulatory information

Not listed.

[UNECE Aarhus Protocol on POPs and Heavy Metals](#)

Not listed.

15.2 Chemical Safety Assessment

: Chemical Safety Assessments for all substances in this product are either Complete or Not applicable.

SECTION 16: Other information

✔ Indicates information that has changed from previously issued version.

Abbreviations and acronyms

: ADN = European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway
ADR = The European Agreement concerning the International Carriage of Dangerous Goods by Road
ATE = Acute Toxicity Estimate
B = Bioaccumulative
BCF = Bioconcentration Factor
CLP = Classification, Labelling and Packaging Regulation [Regulation (EC) No. 1272/2008]
DMEL = Derived Minimal Effect Level
DNEL = Derived No Effect Level
EUH statement = CLP-specific Hazard statement
IATA = International Air Transport Association
IMDG = International Maritime Dangerous Goods
IMO = International Maritime Organization
M = Mobile
N/A = Not available
P = Persistent
PBT = Persistent, Bioaccumulative and Toxic
PMT = Persistent, Mobile and Toxic
PNEC = Predicted No Effect Concentration
RID = The Regulations concerning the International Carriage of Dangerous Goods by Rail
RRN = REACH Registration Number
SGG = Segregation Group
T = Toxic
vB = Very Bioaccumulative
vM = Very Mobile
vP = Very Persistent
vPvB = Very Persistent and Very Bioaccumulative
vPvM = Very Persistent and Very Mobile

[Full text of abbreviated H statements](#)

H226	Flammable liquid and vapor.
H304	May be fatal if swallowed and enters airways.
H315	Causes skin irritation.
H317	May cause an allergic skin reaction.
H319	Causes serious eye irritation.
H332	Harmful if inhaled.
H335	May cause respiratory irritation.
H361d	Suspected of damaging the unborn child.
H372	Causes damage to organs through prolonged or repeated exposure.
H400	Very toxic to aquatic life.
H410	Very toxic to aquatic life with long lasting effects.
H412	Harmful to aquatic life with long lasting effects.

[Full text of classifications \[CLP/GHS\]](#)

SYNOLITE™ 7044-M-1

SECTION 16: Other information

Acute Tox. 4	ACUTE TOXICITY - Category 4
Aquatic Acute 1	AQUATIC HAZARD (ACUTE) - Category 1
Aquatic Chronic 1	AQUATIC HAZARD (LONG-TERM) - Category 1
Aquatic Chronic 3	AQUATIC HAZARD (LONG-TERM) - Category 3
Asp. Tox. 1	ASPIRATION HAZARD - Category 1
Eye Irrit. 2	SERIOUS EYE DAMAGE/ EYE IRRITATION - Category 2
Flam. Liq. 3	FLAMMABLE LIQUIDS - Category 3
Repr. 2	TOXIC TO REPRODUCTION - Category 2
Skin Irrit. 2	SKIN CORROSION/IRRITATION - Category 2
Skin Sens. 1	SKIN SENSITIZATION - Category 1
STOT RE 1	SPECIFIC TARGET ORGAN TOXICITY (REPEATED EXPOSURE) - Category 1
STOT SE 3	SPECIFIC TARGET ORGAN TOXICITY - SINGLE EXPOSURE - Category 3

Date of printing : 12/11/2025

Date of issue/ Date of revision : 12/11/2025

Date of previous issue : No previous validation

Version : 26

Notice to reader

To the best of our knowledge, the information contained herein is accurate. However, neither the above-named supplier, nor any of its subsidiaries, assumes any liability whatsoever for the accuracy or completeness of the information contained herein.

Final determination of suitability of any material is the sole responsibility of the user. All materials may present unknown hazards and should be used with caution. Although certain hazards are described herein, we cannot guarantee that these are the only hazards that exist.

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/113052

Shipper

CEVA AIR&OCEAN ITALY S.P.A.
STRADA LEINI 20
10072 TURIN CASELLE ITALY (TO)
as agents for Pyramid Lines

**Consignee to order of**

CEVA A&O MEXICO
AV.INSURGENTES SUR 1079,COL.NOCHE
BUENA PISO 22 Y 23, BENITO JUAREZ
CIUDAD DE MEXICO CMX 03720
as agents for Pyramid Lines SG

Notify Party and address

SAME AS CONSIGNEE

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
------------------	-----------------

Milano	GENOVA GE
--------	-----------

Ocean Vessel	Voy
--------------	-----

COLOMBIA EXPRESS	616W
------------------	------

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 AS ADDRESSED	27 PALLET	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE METAL WORKS HC 732690 INVOICES JP610172-26, JP610205-26, JP610206-26, JP610207-26 "FREIGHT PREPAID"	2932,400	6,990

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

PHONE NUMBER :

FREIGHT AND CHARGES:

Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

**Note:**

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lading or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, stow, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Stowage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
- If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
- If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
- If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.

(5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of International Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory documents relating thereto for all sums due from him to the Carrier in connection with any other shipment of the Merchant. The Carrier may exercise its lien at any time and place in its sole discretion and may dispose of or sell the Goods privately or by public auction without notice to the Merchant.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/113073

Shipper

XPD GLOBAL ITALY SPA
VIA MERCALLI 14
20122 MILANO

**Consignee to order of**

EUROPARTNERS MEXICO SA DE CV
AVENIDA REVOLUCION #649
COLONIA JARDIN ESPANOL
MONTERREY, NL, MEXICO. CP 64820
RFC: EME020824U4A

Notify Party and address

SAME AS CONSIGNEE

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT COLLECT	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 2 CRATES	PARTS FOR WASHING PLANT "FREIGHT COLLECT"	2625,000	8,770

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

**Note:**

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any person other than the Merchant.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
- If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
- If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
- If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(4) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(5) Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exoneration from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separate and, if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

(6) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(7) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(8) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(9) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(10) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(11) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(12) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(13) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(14) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(15) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(16) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(17) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(18) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(19) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(20) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(21) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(22) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(23) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(24) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(25) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(26) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(27) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(28) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(29) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(30) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(31) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(32) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(33) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(34) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(35) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(36) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(37) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(38) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(39) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(40) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(41) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(42) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(43) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(44) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(45) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(46) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(47) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(48) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(49) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(50) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(51) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(52) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(53) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(54) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(55) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(56) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(57) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(58) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(59) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(60) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(61) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(62) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(63) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(64) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(65) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(66) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(67) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(68) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(69) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(70) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(71) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(72) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(73) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(74) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(75) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(76) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(77) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(78) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(79) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(80) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(81) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(82) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(83) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(84) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(85) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(86) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(87) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(88) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(89) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(90) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(91) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(92) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(93) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(94) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(95) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(96) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(97) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(98) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(99) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(100) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/113167

Shipper

GALLIANO SRL
1, VIA STARZA GRANDE
MONTORO INFERIORE
83025
ITALY

**Consignee to order of**

UNIVERSAL CARGO M
AVENIDA XOLA N°535, PISO 12 - COL.DEL VALLE
NORTE
03103 CIUDAD DE MEXICO MX
Tl +52 5557842584

Notify Party and address

SAME AS CONSIGNEE

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
------------------	-----------------

Milano	GENOVA GE
--------	-----------

Ocean Vessel	Voy
--------------	-----

COLOMBIA EXPRESS	616W
------------------	------

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT COLLECT	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 1 PALLET	ESPACIADOR DE PEDALES (DISTANZIALE OVALE, DISTANZIALE TONDO, DISTANZIALE BOCCOLA OVALE, BOCCOLA CIRCOLARE) P.A. 8708 "FREIGHT COLLECT"	875,000	0,810

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

**Note:**

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any person other than the Merchant.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

- The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.
- Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.
- Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

- The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.
- Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.
- Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.
- Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York/Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exoneraton from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/113210

Shipper

ROHLIG ITALIA S.P.A.
VIA ACHILLE GRANDI 12
PIOLTELLO MI 20096 Italy

**Consignee to order of**

ROHLIG MEXICO, S.A. DE C.V.
AV. INSURGENTES SUR 945 PISO 2-B,
COL.CIUDAD DE LOS DEPORTES, ALCALDIA
BENITO JUAREZ,
CIUDAD DE MEXICO CMX 03710 Mexico
RFC+OLM1402144Z7

Notify Party and address

SAME AS CNEE

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ		FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 ALFA LAVAL MEXICO	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 3 PALLET	heat exchangers hs code 841950 "FREIGHT PREPAID"	466,170	1,440

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

PHONE NUMBER :

FREIGHT AND CHARGES:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and

b) assumes liability as prescribed in this document for such transport

One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.

In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

Note:

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(4) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(5) Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separate and, if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

(6) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(7) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(8) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(9) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(10) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(11) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(12) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(13) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(14) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(15) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(16) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(17) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(18) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(19) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(20) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(21) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(22) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(23) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(24) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(25) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(26) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(27) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(28) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(29) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(30) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(31) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(32) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(33) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(34) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(35) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(36) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(37) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(38) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(39) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(40) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(41) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(42) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(43) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(44) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(45) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(46) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(47) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(48) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(49) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(50) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(51) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(52) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(53) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(54) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(55) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(56) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(57) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(58) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(59) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(60) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(61) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(62) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(63) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(64) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(65) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(66) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(67) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(68) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(69) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(70) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(71) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(72) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(73) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(74) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(75) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(76) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(77) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(78) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(79) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(80) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(81) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(82) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(83) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(84) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(85) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(86) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(87) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(88) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(89) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(90) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(91) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(92) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(93) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(94) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(95) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(96) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(97) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(98) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(99) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(100) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

CONCERIA PAPETE SRL
PIAZZA GIOVANNI XXIII 4/5
56024 PONTE A EGOLA S.MINIATO
PISA ITALY



Consignee to order of
DOONEY & BOURKE MEXICANA S DE RL
DE CV. SANTA LUCIA NO.101
COLONIA FRACCIONAMIENTO INDUSTRIAL LA POMPA
C.P.
37490 LEON, GUANAJUATO, MEXICO
ATTN MARIA ANTONIA RUIZ MANRIQUEZ *

Notify Partyand address
SAME AS CONSIGNEE

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 4 PALLETS	LEATHER FINISHED * TAX ID D&B0001275AA PH +524777635721 EXT 6 "FREIGHT PREPAID"	2478,000	7,310

Loaded into container(s) MRKU 553781 / 9 SEAL SC106652		All particulars above declared by Merchant	
For deliveryof cargo please apply to INTERTEAM, S.A. DE C.V. RFC INT961206ES7 COLIMA 114-201 COLONIA ROMA 06700 MEXICO D.F. MX FREIGHT AND CHARGES:		LCL/LCL RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of cheking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document; a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and b) assumes liability as prescribed in this document for such transport One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order. In WITNESS where of three (3) original Bills of Landing have been signed , if not otherwise started above, one of which being accomplished the other(s) to be void	
Declared Value of the Goods (see clause 12) US\$ Ad valorem freight paid:		Place and date of issue MELZO 15/04/2026 Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED SACO COMBIMAR SPA Via 1° Maggio, 1 20066 - Melzo (Milano) - Italy As agent only for SACO SHIPPING LINE LIMITED LIMASSOL	
Note: The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay Shipped on board above vessel		 	

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(4) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(5) Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exoneration from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separate and, if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

(6) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(7) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(8) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(9) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(10) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(11) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(12) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(13) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(14) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(15) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(16) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(17) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(18) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(19) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(20) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(21) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(22) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(23) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(24) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(25) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(26) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(27) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(28) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(29) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(30) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(31) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(32) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(33) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(34) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(35) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(36) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(37) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(38) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(39) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(40) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(41) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(42) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(43) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(44) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(45) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(46) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(47) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(48) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(49) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(50) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(51) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(52) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(53) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(54) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(55) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(56) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(57) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(58) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(59) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(60) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(61) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(62) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(63) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(64) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(65) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(66) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(67) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(68) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(69) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(70) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(71) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(72) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(73) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(74) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(75) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(76) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(77) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(78) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(79) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(80) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(81) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(82) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(83) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(84) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(85) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(86) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(87) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(88) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(89) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(90) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(91) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(92) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(93) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(94) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(95) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(96) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(97) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(98) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(99) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

(100) The Merchant shall be deemed to have accepted the Goods in the Carrier's custody.

MINIMOLD SPA
VIA CAVALIER TEDESCHI 14
10036 SETTIMO TORINESE ITALY



Consignee to order of
Pelzer de México SA de CV
Antiguo Carril de San Cristóbal Km 14,5
Parque Industrial Chachapa, Amozoc,
CP. 72990 Puebla, México
RFC: PME911108C1

Notify Partyand address
Pelzer de México SA de CV
Antiguo Carril de San Cristóbal Km 14,5
Parque Industrial Chachapa, Amozoc,
CP. 72990 Puebla, México
RFC: PME911108C1

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT COLLECT	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 10 PALLET	articles of plastics "FREIGHT COLLECT"	1810,000	8,450

Loded into container(s)

MRKU 553781 / 9 SEAL SC106652

For deliveryof cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

Note:

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

All particulars above declared by Merchant

LCL/LCL

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of cheking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Landing have been signed , if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier

SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA

Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

saco

A Member of

WorldWideAlliance®

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overlaid in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overlaid;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overlaid hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overlaid of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overlaid:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

- The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.
- Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.
- Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overlaid.

20. Freight and Charges

- The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.
- Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.
- Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.
- Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overlaid has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

The Carrier may exercise its lien at any time and place in its sole discretion and may dispose of or sell the Goods privately or by public auction without notice to the Merchant.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York/Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

EXPRESS BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/113365

Shipper

IMS TECHNOLOGIES SPA
VIA BERETTA 25
24050 CALCINATE BG
ITALY

**Consignee to order of**

GEODIS MEXICO, S.A. DE C.V.
AV. INSURGENTES SUR NO. 1602, PISO 18
COL. CREDITO CONSTRUCTOR, CP. 03940
CIUDAD DE MEXICO, MEXICO
TAX ID: GWM790307NB0

Notify Party and address

same as consignee

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 PO: 928849783	1 PALLET	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE HYDR. CYLINDER CH/80/36/260/C/00A/S SPREADER ROLLER W.W. 1600 MM/2213/04 INDICATOR LIGHT "FREIGHT PREPAID"	186,000	0,410

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and

b) assumes liability as prescribed in this document for such transport

One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.

In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

**Note:**

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any person other than the Merchant.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
- If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
- If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
- If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.

(5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

(1) In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.

(2) If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149

FOC Organization No. 0258575

BILL OF LADING

(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

B/L No. 01/26/113399

Shipper

CEVA AIR&OCEAN ITALY S.P.A.
STRADA LEINI 20
10072 TURIN CASELLE ITALY (TO)
as agents for Pyramid Lines

**Consignee to order of**

CEVA A&O MEXICO
AV.INSURGENTES SUR 1079,COL.NOCHE
BUENA PISO 22 Y 23, BENITO JUAREZ
CIUDAD DE MEXICO CMX 03720
as agents for Pyramid Lines SG

Notify Party and address

SAME AS CONSIGNEE

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 /NONE EXPRESS

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652 AS ADDRESSED	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 3 PALLET	BALL BEARING PARTS HC 848299 INVOICES JR401216-26, JR401239-26 "FREIGHT PREPAID"	223,920	0,790

Loaded into container(s)

All particulars above declared by Merchant

MRKU 553781 / 9 SEAL SC106652

LCL/LCL

For delivery of cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

PHONE NUMBER :

FREIGHT AND CHARGES:

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and

b) assumes liability as prescribed in this document for such transport

One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.

In WITNESS where of three (3) original Bills of Lading have been signed, if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier
SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA
Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

Note:

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not stated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(4) The Carrier shall be deemed to have accepted liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(5) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(6) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

(7) Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.

(8) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.

(9) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

(10) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(11) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(12) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(13) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

(14) The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(15) The Carrier shall be deemed to have accepted liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(16) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(17) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

(18) Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.

(19) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.

(20) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

(21) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(22) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(23) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(24) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

(25) The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(26) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(27) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(28) The Carrier shall be deemed to have accepted liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(29) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(30) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

(31) Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.

(32) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.

(33) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

(34) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(35) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(36) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(37) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

(38) The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(39) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(40) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(41) The Carrier shall be deemed to have accepted liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(42) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(43) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

(44) Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.

(45) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.

(46) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

(47) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(48) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(49) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(50) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

(51) The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(52) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(53) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(54) The Carrier shall be deemed to have accepted liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(55) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(56) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

(57) Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.

(58) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.

(59) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

Scan Global Logistics Italy S.r.l.
Via Chemnitz n. 5/3, 59100 Prato, Italy



Consignee to order of
SGL Transgroup de México S.A. de C.V.
Av. Paseo de las Palmas 405, int 501 y 504
Col. Lomas de Chapultepec III Sección Alc.
Miguel
Hidalgo, CDMX, C.P. 11000.
TAX ID. STM2012087C3
CTC: Sinhue Bocanegra /
Notify Party and address
New York contact@scangl.com
SAME AS CONSIGNEE

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading		
Milano	GENOVA GE		
Ocean Vessel	Voy		
COLOMBIA EXPRESS	616W		
Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 1 PACKAGE	ROLLERS "FREIGHT PREPAID"	258,000	0,190

Loaded into container(s) MRKU 553781 / 9 SEAL SC106652		All particulars above declared by Merchant	
For delivery of cargo please apply to INTERTEAM, S.A. DE C.V. RFC INT961206ES7 COLIMA 114-201 COLONIA ROMA 06700 MEXICO D.F. MX FREIGHT AND CHARGES:		LCL/LCL RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document; a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and b) assumes liability as prescribed in this document for such transport One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order. In WITNESS where of three (3) original Bills of Landing have been signed , if not otherwise started above, one of which being accomplished the other(s) to be void	
Declared Value of the Goods (see clause 12) US\$ Ad valorem freight paid:		Place and date of issue MELZO 15/04/2026 Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED SACO COMBIMAR SPA Via 1° Maggio, 1 20066 - Melzo (Milano) - Italy As agent only for SACO SHIPPING LINE LIMITED LIMASSOL	
Note: The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay Shipped on board above vessel		 	

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lading or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, stow, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Stowage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory documents relating thereto for all sums due from him to the Carrier in connection with any other shipment of the Merchant. The Carrier may exercise its lien at any time and place in its sole discretion and may dispose of or sell the Goods privately or by public auction without notice to the Merchant.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exonerations from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875

CONCERIA PAPETE SRL
PIAZZA GIOVANNI XXIII 4/5
56024 PONTE A EGOLA S.MINIATO
PISA ITALY



Consignee to order of
DOONEY & BOURKE MEXICANA S DE RL
DE CV. SANTA LUCIA NO.101
COLONIA FRACCIONAMIENTO INDUSTRIAL LA POMPA
C.P.
37490 LEON, GUANAJUATO, MEXICO
ATTN MARIA ANTONIA RUIZ MANRIQUEZ *

Notify Partyand address
SAME AS CNEE

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE 1 PALLET	LEATHER FINISHED * TAX ID D&B0001275AA PH +524777635721 EXT 6 "FREIGHT PREPAID"	573,000	1,830

Loaded into container(s) MRKU 553781 / 9 SEAL SC106652		All particulars above declared by Merchant	
For deliveryof cargo please apply to INTERTEAM, S.A. DE C.V. RFC INT961206ES7 COLIMA 114-201 COLONIA ROMA 06700 MEXICO D.F. MX FREIGHT AND CHARGES:		LCL/LCL RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of cheking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document; a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and b) assumes liability as prescribed in this document for such transport One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order. In WITNESS where of three (3) original Bills of Landing have been signed , if not otherwise started above, one of which being accomplished the other(s) to be void	
Declared Value of the Goods (see clause 12) US\$ Ad valorem freight paid:		Place and date of issue MELZO 15/04/2026 Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED SACO COMBIMAR SPA Via 1° Maggio, 1 20066 - Melzo (Milano) - Italy As agent only for SACO SHIPPING LINE LIMITED LIMASSOL	
Note: The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay Shipped on board above vessel		 	

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any other person.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
 - If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
 - If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
 - If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(2) Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

(3) The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

(4) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(5) Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exoneraton from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separate and, if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

(6) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(7) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(8) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(9) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(10) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(11) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(12) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(13) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(14) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(15) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(16) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(17) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(18) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(19) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(20) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(21) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(22) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(23) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(24) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(25) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(26) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(27) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(28) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(29) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(30) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(31) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(32) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(33) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(34) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(35) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(36) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(37) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(38) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(39) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(40) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(41) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(42) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(43) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(44) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(45) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(46) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(47) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(48) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(49) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(50) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(51) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(52) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(53) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(54) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(55) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(56) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(57) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(58) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(59) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(60) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(61) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(62) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(63) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(64) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(65) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(66) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(67) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(68) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(69) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(70) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(71) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(72) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(73) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(74) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(75) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(76) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(77) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(78) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(79) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(80) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(81) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(82) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(83) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(84) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(85) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(86) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(87) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(88) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(89) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(90) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(91) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(92) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(93) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(94) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(95) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(96) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(97) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(98) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(99) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

(100) The Carrier shall be deemed to have accepted the Goods in the Carrier's custody.

Shipper

HELLMANN WORLDWIDE LOGISTICS SPA
AS AGENT OF PELORUS SHIPPING LINE LIMITED
VIA EUGENIO MONTALE 18
SEGRATE ITALY 20090
EORI IT05167790962



Consignee to order of

HELLMANN WORLDWIDE LOGISTICS S.A
AS AGENT OF PELORUS SHIPPING LINE LIMITED
CALLE 28 EXT 90 BODEGA A
VENUSTIANO CARRANZA CMX MEXICO 15700
RFC HWL010328I30

Notify Partyand address

HELLMANN WORLDWIDE LOGISTICS S.A
AS AGENT OF PELORUS SHIPPING LINE LIMITED
CALLE 28 EXT 90 BODEGA A
VENUSTIANO CARRANZA CMX MEXICO 15700
RFC HWL010328I30

SACO SHIPPING LINE LIMITED
44, Kroytser
PANORAMA Residence
Block A, Flat 01
3120 Limassol CYPRUS
FMC Organization No. 025875

Copy

Place of Receipt	Port of Loading
Milano	GENOVA GE
Ocean Vessel	Voy
COLOMBIA EXPRESS	616W

Port of discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ	FREIGHT PREPAID	0 (NONE)

Marks and Numbers	Quantity of Goods	Description of goods (said to contain)	Gross weight,kg	Measurement, m3
MRKU 553781/9 LCL/LCL SEAL SC106652	GOODS STOWED INTO CNTR 1X 40 HIGH CUBE			
AS PER ATTACHED LIST				

Loded into container(s)

MRKU 553781 / 9 SEAL SC106652

For deliveryof cargo please apply to

INTERTEAM, S.A. DE C.V.
RFC INT961206ES7
COLIMA 114-201 COLONIA ROMA
06700 MEXICO D.F. MX

FREIGHT AND CHARGES:

Declared Value of the Goods (see clause 12)
US\$
Ad valorem freight paid:

Note:

The Merchant's attention is called to the fact that according to Clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay

Shipped on board above vessel

All particulars above declared by Merchant

LCL/LCL

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of cheking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
a) undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
b) assumes liability as prescribed in this document for such transport
One of the Bills of Lading to be surrendered duly endorsed in exchange for the Goods or delivery order.
In WITNESS where of three (3) original Bills of Landing have been signed , if not otherwise started above, one of which being accomplished the other(s) to be void

Place and date of issue

MELZO 15/04/2026

Signed on behalf of the Carrier

SACO SHIPPING LINE LIMITED

SACO COMBIMAR SPA

Via 1° Maggio, 1
20066 - Melzo (Milano) - Italy

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

saco

A Member of
WorldWideAlliance®

COMBINED TRANSPORT BILL OF LADING

1. Applicability

Notwithstanding the heading "Combined Transport", the provisions set out and referred to in this Bill of Lading shall also apply, if the transport as described in this Bill of Lading is performed by one mode of transport only.

2. Definitions

"Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier.

"Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

3. Carrier's Tariff

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. Copies of the relevant provisions of the applicable Tariff are available from the Carrier or its agents. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

4. Time Bar

All liability, whatsoever, of the Carrier shall cease unless suit is brought within 9 months after delivery of the Goods or the date when the Goods should have been delivered.

5. Law and Jurisdiction

Except as otherwise provided specifically herein, disputes arising under this Bill of Lad ng or in connection therewith shall be determined exclusively by the High Court of Justice in London and in accordance with the English law. Any actions against the Merchant may, at the Carrier's sole option, also be brought in the countries of the Port of Loading, Port of Discharge, Place of Delivery or in any jurisdiction where the Merchant has a place of business.

6. Subcontracting

The Carrier shall be entitled to subcontract the whole or any part of the contract of Carriage, loading, unloading, star ng, warehousing, handling including, but not limited to all duties usually undertaken by a Carrier.

7. Methods and Routes of Transportation

The Carrier may at any time and without notice to the Merchant:

- use any means of transport (water, land and/or air) or storage whatsoever;
- transship or carry the Goods on another vessel or conveyance or by any other means of transport than that named on page two overleaf;
- proceed by any route in its sole and absolute discretion and whether the nearest, most direct, customary or advertised route at any speed, and proceed to or stay at any place whatsoever once or more often and in any order or omit calling at any port, whether scheduled or not;
- terminate the transportation and discharge Goods or Containers or other packages and devan and/or store contents at any place whatsoever, ashore or afloat, in the open or covered, and require the Merchant to take delivery and, upon failure to do so, warehouse the Goods at risk and expense of Merchant and Goods;
- comply with any orders, directions or recommendations given by any government or authority or by any person or body acting or purporting to act with the authority of any government or authority or having under the terms of the insurance on the Vessel or other conveyance employed by the Carrier the right to give such orders, directions or recommendations;
- take any other steps or precautions as may appear reasonable to the Carrier under the circumstances.

The liberties set out in Clause 7(a) through 7(f) may be invoked for any purpose whatsoever even if not connected with the carriage covered by this Bill of Lading, and any action taken or omitted to be taken, and any delay arising therefrom, shall be deemed to be within the contractual and contemplated carriage and not be an unreasonable deviation. Notwithstanding, the Carrier shall be entitled to full Charges and any additional freight, storage and all other expenses incurred by or on behalf of Carrier, all of which shall be due and owing from Merchant, and the Carrier shall have a lien on the Goods for same.

8. Optional Storage

- Goods may be stowed by the Carrier by means of and in, for example, Containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate Goods.
- Containers, trailers, transportable tanks and covered and uncovered flats, whether stowed by the Carrier or received by it in a stowed condition from the Merchant, may be carried on or under deck without notice to the Merchant and if so carried, the legislation referred to in Clause 11 below shall apply notwithstanding carriage on deck and the Goods and/or Containers shall contribute to General Average as if carried under deck. Notwithstanding anything contained in this Clause the Carrier shall be under no liability whatsoever for loss, damage or delay howsoever occurring to Goods stated on page two overleaf hereof to be carried on deck or so carried or to live animals whether or not carried on or under deck.

9. Hindrances affecting performance

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:

- abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.

10. Option of Inspection

The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expenses, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is not indicated, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if such loss or damage arose or resulted from:
 - act or neglect of the Merchant.
 - compliance with the instructions of the person(s) entitled to give them.
 - the fact of, or defective conditions of packing in the case of Goods which, by their nature, are liable to wastage or to be damaged when not packed or when not properly packed.
 - handling, loading, stowage or unloading of the Goods by or on behalf of any person other than the Merchant.
 - inherent vice of the Goods.
 - insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
 - strikes or lock-outs or stoppages or restraints of labour from whatever cause, whether partial or general.
 - nuclear incident.
 - act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the vessel.
 - fire, unless caused by the actual fault or privity of the Carrier.
 - act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including custom authorities) performing their duties.
 - independent subcontractors not appointed by or in the direct services of the Carrier.
 - any cause or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence.

(3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.

(4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. Limits of Liability

- When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods they would have had at the place and time they were delivered to the Merchant in accordance with the contract or when they should have been delivered.
- The sound value of the Goods shall be fixed according to the commodity exchange price or, if there is no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality and is presumed to be the normal value of the Goods plus freight and insurance if paid.
- Compensation per Bill of Lading for Goods lost or damaged or for other damages shall not exceed US\$ 1,000.00 legal tender of the USA.
- Compensation shall not, however, exceed the limits of the Hague Rules, Hague-Visby Rules/ US COGSA 1936/ or any other limit set under the applicable Conventions. In all other events the compensation shall not exceed US\$ 2.00 per Kilo of gross weight of the Goods.
- Higher compensation may be claimed only when, with the consent of the Carrier, the value for the Goods declared by the Shipper and which exceeds the limits laid down in this Clause has been stated on page two overleaf of this Bill of Lading at the place indicated and when an ad valorem freight has been paid. In that case the amount of the declared value shall be substituted for that limit.

13. Special Provisions for Liability and Compensation

- Notwithstanding anything provided for in Clauses 11 and 12 above, the loss or damage of the Carrier and or the Merchant shall, in respect of liability of the Carrier, be determined by the provisions contained in any International Convention or national law which provisions cannot be departed from by private contract, to the detriment of the claimants and which would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and if there was received as evidence thereof any particular document which must be issued if such International Convention or national law shall apply.
- If neither the Hague- or Hague-Visby Rules or US COGSA 1936 or The Water Carriage Act of 1936 apply to carriage by sea by virtue of the foregoing provisions, the liability of the Carrier in respect of any carriage by sea shall be determined by the International Convention for the Unification of certain rules relating to Bills of Lading dated 25 August 1924 (Hague Rules) and any subsequent amendments thereto. The Hague-/Hague-Visby Rules shall also determine the liability of the Carrier in respect of carriage by inland waterways as if such carriage were carriage by sea. They shall also apply to all Goods whether carried on deck or under deck.
- If it cannot be proven where or when or at what stage of the Carriage the Goods were lost or damaged, it shall be conclusively deemed to have occurred whilst at sea and the Carrier's liability, if any, shall be determined in accordance with the provisions of Clause 13 (2).
- If the place of receipt or place of delivery is not named on page two overleaf:
 - the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the vessel;
 - if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.

(5) The clauses 11 to 13 of this Bill of Lading apply in addition to and shall not be considered as derogating from any defence or exclusion, restriction or limitation of liability available to the Carrier under the terms of this Bill of Lading or otherwise.

14. Delay, Consequential Loss

Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to meet any particular market or use, and the Carrier shall not be liable for direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally liable for any such direct or indirect or consequential loss or damage caused by such alleged delay, such liability shall be limited to the freight for the transport covered by this Bill of Lading, or to the value of the Goods as determined in Clause 12, whichever is the lesser.

15. Notice of Loss of or Damage to the Goods

- Unless notice of loss of or damage to the Goods, specifying the general nature of such loss or damage, is given in writing by the Merchant to the Carrier when the Goods are handed over to the Merchant, such handing over is prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.
- Where the loss or damage is not apparent, the same prima facie effect shall apply if notice in writing is not given within three (3) consecutive days after the day when the Goods were handed over to the Merchant.

16. Defences and Limits for the Carrier, Servants, etc.

- The defences and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage to the Goods whether the action be founded in contract, bailment or in tort and even if the loss or damage arose as a result of unseaworthiness, negligence or fundamental breach of contract.
- The Merchant undertakes that no claim shall be made against any servant, agent, Subcontractor or other person whose services the Carrier has used in order to perform this Contract and if a claim is nevertheless made to, indemnify the Carrier against all consequences thereof.
- Without prejudice to the foregoing, every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including Clause 5 hereof (the law and jurisdiction clause) as if such Terms and Conditions (including Clause 5) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

17. Merchant's Responsibility

The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity and weight, as furnished by the Merchant, and the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The Merchant shall remain liable even if the Bill of Lading has been transferred.

18. Shipper-packed Containers

- If a Container has not been loaded, packed or stowed by the Carrier, the latter shall not be liable for loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier if such loss, damage or expense has been caused by:
 - negligent loading, packing or stowing of the Container;
 - the contents being unsuitable for carriage in Container; or
 - the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.

(2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.

(3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.

(4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. Dangerous Goods

- The Merchant shall comply with all internationally recognized requirements and all rules which apply according to national law or by reason of international Convention, relating to the carriage of Goods of a dangerous nature, and shall in any event inform the Carrier in writing of the exact nature of the danger before Goods of a dangerous nature are taken into charge by the Carrier and indicate to it, if it need be, the precautions to be taken.
- Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed, or rendered harmless, without compensation. The Merchant shall be liable for all expenses, loss or damage arising out of their handling over for carriage or of their destruction.
- If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to any person or property, they may in a like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the Carrier except to General Average.
- Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. Freight and Charges

(1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.

(2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and non-returnable in any event, Goods and/or Vessel lost or not lost and shall be paid by the Merchant immediately without any set-off, counter-claim or deduction or stay of execution but at latest before delivery of the Goods.

(3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand and shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.

(4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs associated with the abandonment of the Goods or a refusal of the consignee to take delivery whether or not page two overleaf has been marked "prepaid" or "collect" so long as freight, charges, expenses etc. (see above) remain unpaid.

21. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto which shall survive delivery of the Goods for any sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and for general average contributions to whomsoever due and for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the goods the statutory documents relating thereto for all sums due from him to the Carrier in connection with any other shipment of the Merchant. The Carrier may exercise its lien at any time and place in its sole discretion and may dispose of or sell the Goods privately or by public auction without notice to the Merchant.

22. General Average

- General Average shall be adjusted at any port or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, this covering all Goods, whether carried on or under deck. The New Jason Clause, as approved by BIMCO, to be considered as incorporated herein.
- Security including a cash deposit as the Carrier may deem sufficient to cover the estimate contribution to the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods.

23. Both-to-Blame Collision Clause

The Both-to-Blame Collision Clause as adopted by BIMCO shall be considered incorporated herein.

24. U.S. Trade

- In case the contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in the said Act shall govern before loading and after discharge and throughout the entire time the Goods are in the Carrier's custody.
- If the U.S. COGSA applies, and unless the nature and value of the Goods have been declared by the shipper before the Goods have been handed over to the Carrier and inserted in this Bill of Lading, the Carrier shall in no event be or become liable for any loss of or damage to the Goods in an amount exceeding US\$ 500 per package or customary freight unit.
- The Southern District Court of New York to have sole jurisdiction in cases that are litigated for cargo shipped to or from the United States of America.

25. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, or of exoneraton from liability contained in applicable laws. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the Carrier's applicable tariff incorporated herein by virtue of Clause 3 above) shall be separable, and if any part or term hereof shall be held invalid, this shall not affect the validity or enforceability of any other part or term hereof.

SACO SHIPPING LINE LIMITED

44, Kroytser
PANORAMA Residence
BLOCK A, Flat 01
3120 Limassol
Cyprus
HE 345149
FMC Organization No. 025875



B/L No. 01/26/114493

ATTACHED LIST:

SAMVARDHANA	1	PALLET	stackable with light cargo	927,000	2,350
MOTHERSON MX					
FAURECIA MEXICO	1	PALLET	MO GOODS UN 1263, PAINT, 3, III	271,590	0,930
			FLASH POINT: 27 C (C.C.) - EMS: F-E, S-E		
			PACKED IN 1 DRUMS (1A2)		
			MARKS VPACB42604		
			G.W. 26.11 KG N.W. 24.25 KG		
			UN 1263, PAINT, 3, III		
			FLASH POINT: 30 C (C.C.) EMS: F-E, S-E		
			PACKED IN 2 DRUMS (1A1)		
			G.W. 21.24 N.W. 19.34 KG		
			UN 1173, ETHYL ACETATE, 3, II		
			FLASH POINT: 4 C (C.C.) - EMS: F-E, S-D		
			LIMITED QUANTITY		
			G.W. 11.64 KG N.W. 10.80 KG		
			MARKS XXADB690		
			UN 1173, ETHYL ACETATE, 3, II		
			FLASH POINT: -3 C (C.C.) - EMS: F-E S-D		
			LIMITED QUANTITY		
			GW 53,50 NW. 50.00 KG		
			UN 1263, PAINT, 3, III		
			FLASH POINT: 30 C (C.C.) - EMS: F-E, S-E		
			LIMITED QUANTITY		
			G.W. 7,70 KG N.W. 7.00		
			MARKS : ZSFOB368-LABR		
MANN HUMMEL	1	PALLET	PLASTIC PARTS	1026,000	2,040
MEXICO					
			"FREIGHT PREPAID"		

MULTIMODAL DANGEROUS GOODS FORM

01. Shipper / Consignor / Sender ICRO COATINGS S.P.A. VIA BEDESCHI 25 24040 - CHIGNOLO D'ISOLA (BG) ITALY		02. Transport Document No. 260326 MDGF107706	
		03. Page 1 of 1 Page	04. Shipper's Reference Dott. Cerina Gianluca
		05. Freight forwarder's reference	
06. Consignee FAURECIA SISTEMAS AUTOMOTRICES DE MEXICO SA DE CV - FIS PUEBLA PREMIUM 30 CIRCUITO ESTEBAN DE ANTUNANO MANZANA 2 74160 - HUEJOTZINGO, PUEBLA - MEXICO		07. Carrier (to be completed by the carrier) SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national government regulations.	
08. This shipment is within the limitations prescribed for: (delete non-applicable) ~~Passenger and Cargo Aircraft~~ ~~Cargo Aircraft Only~~		09. Additional Handling Information Emergency Telephone: +39 035 999711 – Cerina Gianluca Total Gross Mass: 120,19 kg Safety Data Sheet Included	
10. Vessel/Flight No. and Date	11. Port/Place of Loading		
12. Port/Place of Discharge	13. Destination HUEJOTZINGO, PUEBLA (Mexico)		
14. Shipping Marks * No. and kind of Packages; Description of Goods Gross Mass (Kg) Net Quantity Cube (m3)			
VPACB42604		UN 1263, PAINT, 3, III Flash Point: 27°C (c.c.) - EmS: F-E, <u>S-E</u> Packed in: 1 Drums [1A2]	
VPACB42680		UN 1263, PAINT, 3, III Flash Point: 30°C (c.c.) - EmS: F-E, <u>S-E</u> Packed in: 2 Drums [1A1]	
XXADB690		UN 1173, ETHYL ACETATE, 3, II Flash Point: 4°C (c.c.) - EmS: F-E, S-D LIMITED QUANTITY Packed in: 2 Boxes with no UN tag (each less than 30 kgs) Containing each as inner packagings n.6 plastic bottles (each 1 L of capacity)	
XXSOB291		UN 1173, ETHYL ACETATE, 3, II Flash Point: -3°C (c.c.) - EmS: F-E, S-D LIMITED QUANTITY Packed in: 9 Boxes with no UN tag (each less than 30 kgs) Containing each as inner packagings maximum n.6 plastic bottles (each 1 L of capacity)	
ZSFOB368-LABR		UN 1263, PAINT, 3, III Flash Point: 30°C (c.c.) - EmS: F-E, <u>S-E</u> LIMITED QUANTITY Packed in: 3 Boxes with no UN tag (each less than 30 kgs) Containing each as inner packagings maximum n.6 plastic boxes (each 1 L of capacity)	

15. Container Identification No. Vehicle Registration No.	16. Seal Number(s)	17. Container/Vehicle Size & Type	18. Tare Mass (Kg)	19. Total Gross (Kg)
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions.** Must be completed and signed for all container/vehicle load by person responsible for packing/loading		21. RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon. RECEIVING ORGANIZATION REMARKS:		
20. Name of Company		Haulier's Name	22. Name of Company (of shipper preparing this note) ICRO COATINGS S.P.A.	
		Vehicle Reg. No.		
Name/Status of Declarant		Signature and Date		Name/Status of Declarant Cerina Gianluca Dangerous Goods Safety Advisor
Place and Date				Place and Date CHIGNOLO D'ISOLA; 26/03/2026
Signature of Declarant		DRIVER'S SIGNATURE		Signature of Declarant 

* DANGEROUS GOODS:

You must specify: Proper Shipping Name, Hazard Class, UN No., Packaging Group, (where assigned) Marine Pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purpose of the IMDG Code, see 5.4.1.4.

** For the purpose of the IMDG Code, see 5.4.2.

In Accordance with IMDG CODE 42nd - 2024