

Ships Bag for MB/L 721513431

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TYP: Externes B/L	15
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VER284681 HBL 69.pdf	19
HB/L: GCHAM26060414	21
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VER284703 HBL 156.pdf	21
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TYP: B/L	36
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TYP: B/L	41
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Manifest

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Container-No.: MRKU3545420 40' HIGH CUBE CONTAINER Seal-No.: B140174
Vessel: SAC0914 / MAERSK MONTE LINZOR
ETS:
Master-B/L.: 721513431

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
28875429	ORDER 25-1152	1	PIECES	S.T.C 12 CARTONS SHIELD-SM FRAME TUNER M220 H.S CODE: 74094000	174.000	0.816
GCHAM260	ADLER PELZER GROUP HPP SYSTEMS DE MEXICO S.A. DE C.V. KM 48 CARRETERA FEDERAL MEXICO PACHUCA, LOS REYES ACUZAC-TECAMAC 55755 ESTADO DE MEXICO MEXIKO 1911811 LOS REYES ACUZAC	2	PALLETS	S.T.C. OFFICE PRODUCTS HS CODE: 40169957	465.000	1.756
GCHAM260	OMNI MFG SERVICES S.A. DEC.V. ROSE JAUREGUI, MEX	1	PALLET	S.T.C CAR PARTS HS CODE: 39263000	215.000	0.915
GCHAM260	FEMATI S.A. DE C.V. MEX	3	PALLETS	S.T.C PARTS FOR BUTTONS HS CODE: 96061000	1351.000	2.889
GCHAM260	PELZER DE MEXICO S.A. DE C.V. ANTIGUO CARRIL A SAN CRISTOBAL S/N MEX 72990 PUEBLA, MEX	4	PALLETS	S.T.C. EXPANDABLE GRAPHIT HS CODE: 38019000	4080.000	6.564

Manifest

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Container-No.: MRKU3545420 40' HIGH CUBE CONTAINER Seal-No.: B140174

Vessel: SAC0914 / MAERSK MONTE LINZOR

ETS:

Master-B/L.: 721513431

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
GCHAM260	REPRESENTACION PFEIFER MEXICO CITY VIA VERACRUZ 1-6 MADE IN GERMANY	6	PALLETS	S.T.C. CITO TAPE YELLOW SETLINE CENTRING BLOCK FOR BOBST CHASE LOADER BLUE HS CODES: 39269097, 40081100	2505.000	10.834
VER284535	COMERCIALIZADOR DE SALES MINERALES PARA LA AGROINDUSTRIA S.A. DE C.V. RFC: CSM951219NP8 CIRCUITO INTERIOR NORTE SOCORRO ROMERO NO. 4409 COL. SAN LORENZO TEOTIPILCO C.P. 75855 TEHUACAN, PUEBLA, MEXICO	1	PALLET	DESCRIPCION: 1.000 L LOVIT PROGANO LIQUID NO:49017 HTS NO: 3302 90 SHIPPED ON BOARD FREIGHT PREPAID EMBALAJE: 50 CARTONES DE 4X5 L NETO, EN 1 PALET PESO BRUTO: 1.172,00 KG PESO NETO: 1.042,00 KG	1172.000	1.836
VER284634	SENOPLAST S.A. DE C.V 76220 SANTA ROSA JAUREGUI, C.P., MEXICO	1	PALLET	ROWALID AC-17697-30M SCHWARZ CUSTOMER ORDER: 4500099989 HS CODE: 32041900	1020.000	2.145

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Container-No.: MRKU3545420 40' HIGH CUBE CONTAINER Seal-No.: B140174
Vessel: SAC0914 / MAERSK MONTE LINZOR
ETS:
Master-B/L.: 721513431

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER284645	PO51397 * 4PLMXINBOUND@U IGHT.COM; ALINE.NAVARRO@ COM; AMY.SANABRIA@W OM;JANET.ESCOBO	1	BOX	SODIUM FORMATE HS-CODE: 29151200 CUSTOMS BROKER INFORMATION (RB GROUP): CONSTITUCION 353, CP 91700, COL. CENTRO, VERACRUZ, MÉXICO CONTACT: ANTONIO.DIAZ@RBGF PHONE: (229) 294 9943	25.200	0.120
VER284656	3001456458	1	PALLET	SAFETY EQUIPMENT HS CODE: 63079093	95.000	1.238
VER284663	INALFA ROOF SYSTE MS DE MEXICO S DE RL DE CV INV DN	1	PACKAGE	SLEEVE ROLLO HS CODE:87082990	187.000	1.632
VER284664	INALFA ROOF SYSTE MS DE MEXICO S DE RL DE CV INV: DN:	3	PACKAGES	SLEEVE ROLLO HS CODE: 848330	386.000	3.359
VER284667	SN: 7157369967 SOLUCIONES PLASTICAS CALZADA MEXICO TACUBA NO. 942 11280 MEXICO CITY MEXIKO	1	PALLET	FLEDBAG ORIGINAL, FLEDBAG EASY AS PER INVOICE# 94308 HTS: 848180	180.000	1.680
VER284673	Q29773+Q10826/82 JET	2	PACKAGES	AGRICULTURE MACHINE PARTS HS CODE: 84369900	516.000	0.724

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Container-No.: MRKU3545420 40' HIGH CUBE CONTAINER Seal-No.: B140174

Vessel: SAC0914 / MAERSK MONTE LINZOR

ETS:

Master-B/L.: 721513431

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER284678	LG MATRIUM GMBH 82039103	2	PALLETS	CIVIL AIRCRAFT PARTS NOT RESTRICTED HS-CODE: 76161000	561.500	1.800
VER284695	HAZEMAG & EPR GMBH DELIVERY ADDRESS: CEMENTOS MOCTEZUMA, S.A.DE C.V. MONTE ELBRUZ NO. 134 - P.H. COL. LOMAS DE CHAPULTEPEC 11000 MEXICO D. F. MEXIKO LS 93565 // 1D 86303	1	PALLET	MACHINERY PARTS AS PER INVOICE: 103590 HS-CODE: 847490	261.000	0.539
VER284695	HEGLA GMBH & CO. KG SAINT-GOBAIN MEXICO # 147697 / LS149044	2	PALLETS	MACHINERY PARTS AS PER INVOICE: 147694 HS-CODE: 848390,846691, 848320, 731822, 731821, 731815, 731816	233.000	0.353
VER284705	VER284709 KACO 81158 VERACRUZ SEAPORT	1	PACKAGE	AXIA MECHANICAL SEALS **HSCODE: 84842000**	161.000	0.394
VER284716	WOREGG S.R.L. DE C.V. QUERETARO, MEXICO DELIVERY NOTE 11999	1	PACKAGE	IRON OR STEEL PARTS FOR DAMPER ACTUATOR HS CODE 7318.1992	78.000	0.168

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Container-No.: MRKU3545420 40' HIGH CUBE CONTAINER Seal-No.: B140174

Vessel: SAC0914 / MAERSK MONTE LINZOR

ETS:

Master-B/L.: 721513431

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER284729	ZELLER PLASTIK MEXICO S.A. DE CV MEXICO	1	PALLET	PLASTIC COLORANT AS PER INVOICE: 26401650 HS-CODE: 320417	173.000	0.600
VER284730	SIKA MEXICANA SA DE CV CARRETERA LIBRE A CELAYA KM8,5 FRACC. INDUSTRIAL BALVANERA 76920 CORREGIDORA, QRO. MEXICO	5	PALLETS	= 90 CARTONS NOZZLE RDC 07 NATURAL ON IPPC PALLETS AS PER INVOICE NO. 631852 PO: 4506737718 HS CODE:39269097	915.000	10.624
VER580679	XYLEM WATER SOLUTIONS MEXICO S DE RL DE CV AV.CIRCUITO EL MARQUES NTE 21-A PARQUE INDUSTRIAL EL MARQUES CP 76246, QUERETARO, MEXICO CAJA NO.	2	CASES	PUMPS AND PUMP SPAREPARTS HS CODE 84137021, 84139100	582.000	1.245
VER580679	XYLEM WATER SOLUTIONS MEXICO S DE RL DE CV AV.CIRCUITO EL MARQUES NTE 21-A PARQUE INDUSTRIAL EL MARQUES CP 76246, QUERETARO, MEXICO CAJA NO.	5	CASES	PUMPS AND PUMP SPAREPARTS HS CODE 84137021, 84139100	1020.000	2.624

Manifest

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Container-No.: MRKU3545420 40' HIGH CUBE CONTAINER Seal-No.: B140174

Vessel: SAC0914 / MAERSK MONTE LINZOR

ETS:

Master-B/L.: 721513431

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
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Total

Quantity
48

Grossweight Measurement
16.355.700 54.855

 MAERSK		NON-NEGOTIABLE WAYBILL		SCAC MAEU B/L No. 721513431
Shipper (As principal, where "care of", "c/o", or other variants used.) SACO SHIPPING GMBH AS AGENT OF SACO SHIPPING LINE LIMITED WOLLKAEMMEREISTR. 1 D-21107 HAMBURG / GERMANY TAX-ID. DE-118597456		Booking No. 721513431 Export references 606HAM1678AACH Svc Contract 299542652		
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, S.A. DE C.V. COLIMA 114, INT 201 COLONIA ROMA, C.P. 06700 MEXICO CITY. TEL: +525555149897 TAX ID: INT961206ES7 CTC: MARCELA GODINEZ		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.		
Notify Party (see clause 22) SAME AS CONSIGNEE EMAIL: IMPORT@INTERTEAM.COM.MX		Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)		
Vessel MAERSK MONTE LINZOR	Voyage No. 625S	Place of Receipt. Applicable only when document used as Multimodal Waybill Hamburg		
Port of Loading Hamburg	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. 1 Container Said to Contain 48 PACKAGE MRKU 354542-0 40/DRY 9'6 1 PALLET GROSS WEIGHT: 1172.000 KGS MEASUREMENT: 1.836 CBM DESCRIPCION: 1.000 L LOVIT PROGANO LIQUID NO:49017 HTS NO: 3302 90 FREIGHT PREPAID EMBALAJE: 50 CARTONES DE 4X5 L NETO, EN 1 PALET PESO BRUTO: 1.172,00 KG PESO NETO: 1.042,00 KG 1 PALLET GROSS WEIGHT: 1020.000 KGS MEASUREMENT: 2.145 CBM ROWALID AC-17697-30M Below freight details will not be part of Original Bill of Lading unless requested by customer Above particulars as declared by Shipper, but without responsibility of or representation by Carrier.	Weight 16355.700 KGS	Measurement 54.855 CBM
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Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name Basic Ocean Freight Container Protect Essential Documentation fee - Destination	Prepaid/Collect Prepaid Collect Collect	Invoice Party SACO SHIPPING GMBH	Customer Code 11314343	Collection Business Unit Maersk Deutschland (Hamburg)		
Carrier's Receipt. Total number of containers or packages received by Carrier. 1 container	Place of Issue of Waybill Mumbai		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"			
Shipped on Board Date (Local Time)	Date Issue of Waybill					
Declared Value Charges (see clause 7.3 of the Maersk Bill of Lading) for Declared Value of US\$						
Signed for the Carrier Maersk A/S						
This transport document has one or more numbered pages						

As Agent(s)

SCHWARZ
 CUSTOMER ORDER:
 4500099989
 HS CODE: 32041900
 1 BOX GROSS WEIGHT: 25.200 KGS MEASUREMENT: 0.120 CBM
 SODIUM FORMATE
 HS-CODE: 29151200
 CUSTOMS BROKER INFORMATION
 (RB GROUP):
 CONSTITUCION 353, CP
 91700, COL. CENTRO,
 VERACRUZ, MEXICO
 CONTACT:
 ANTONIO.DIAZ@RBGROUP.COM
 PHONE: (229) 294 9943
 1 PACKAGE GROSS WEIGHT: 187.000 KGS MEASUREMENT: 1.632 CBM
 SLEEVE ROLLO
 HS CODE:87082990
 3 PACKAGES GROSS WEIGHT: 386.000 KGS MEASUREMENT: 3.359 CBM
 SLEEVE ROLLO
 HS CODE: 848330
 1 PALLET GROSS WEIGHT: 180.000 KGS MEASUREMENT: 1.680 CBM
 FLEDBAG ORIGINAL, FLEDBAG
 EASY
 AS PER INVOICE# 94308
 HTS: 848180
 2 PACKAGES GROSS WEIGHT: 516.000 KGS MEASUREMENT: 0.724 CBM
 AGRICULTURE MACHINE PARTS
 HS CODE: 84369900
 2 PALLETS GROSS WEIGHT: 465.000 KGS MEASUREMENT: 1.756 CBM
 S.T.C.
 OFFICE PRODUCTS
 HS CODE: 40169957
 1 PALLET GROSS WEIGHT: 215.000 KGS MEASUREMENT: 0.915 CBM
 S.T.C

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit		
Terminal Handling Service - Destination	Collect					
Emergency Bunker Surcharge	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)		
Export Intermodal Fuel Fee	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)		
Equipment Handling Import	Collect					
Emission Surcharge	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)		
Inland Haulage Export	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)		
Peak Season Surcharge	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)		
Value Protect Starter	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)		

CAR PARTS
 HS CODE: 39263000
 2 PALLETS GROSS WEIGHT: 561.500 KGS MEASUREMENT: 1.800 CBM
 CIVIL AIRCRAFT PARTS NOT
 RESTRICTED
 HS-CODE: 76161000
 3 PALLETS GROSS WEIGHT: 1351.000 KGS MEASUREMENT: 2.889 CBM
 S.T.C
 PARTS FOR BUTTONS
 HS CODE: 96061000
 1 PALLET GROSS WEIGHT: 261.000 KGS MEASUREMENT: 0.539 CBM
 MACHINERY PARTS
 AS PER INVOICE: 103590
 HS-CODE: 847490
 2 PALLETS GROSS WEIGHT: 233.000 KGS MEASUREMENT: 0.353 CBM
 MACHINERY PARTS
 AS PER INVOICE: 147694
 HS-CODE: 848390,846691,
 848320,
 731822, 731821, 731815,
 731816
 4 PALLETS GROSS WEIGHT: 4080.000 KGS MEASUREMENT: 6.564 CBM
 S.T.C.
 EXPANDABLE GRAPHIT
 HS CODE: 38019000
 1 PACKAGE GROSS WEIGHT: 161.000 KGS MEASUREMENT: 0.394 CBM
 AXIA MECHANICAL SEALS
 HSCODE: 84842000
 1 PIECES GROSS WEIGHT: 174.000 KGS MEASUREMENT: 0.816 CBM
 S.T.C
 12 CARTONS
 SHIELD-SM FRAME TUNER
 M220
 H.S CODE: 74094000
 1 PACKAGE GROSS WEIGHT: 78.000 KGS MEASUREMENT: 0.168 CBM

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit		

IRON OR STEEL PARTS FOR
 DAMPER ACTUATOR
 HS CODE 7318.1992
 1 PALLET GROSS WEIGHT: 95.000 KGS MEASUREMENT: 1.238 CBM
 SAFETY EQUIPMENT
 HS CODE: 63079093
 1 PALLET GROSS WEIGHT: 173.000 KGS MEASUREMENT: 0.600 CBM
 PLASTIC COLORANT
 AS PER INVOICE: 26401650
 HS-CODE: 320417
 5 PALLETS GROSS WEIGHT: 915.000 KGS MEASUREMENT: 10.624 CBM
 = 90 CARTONS
 NOZZLE RDC 07 NATURAL
 ON IPPC PALLETS
 AS PER INVOICE NO.
 631852
 PO: 4506737718
 HS CODE:39269097
 6 PALLETS GROSS WEIGHT: 2505.000 KGS MEASUREMENT: 10.834 CBM
 S.T.C.
 CITO TAPE YELLOW
 SETLINE CENTRING BLOCK
 FOR BOBST CHASE LOADER
 BLUE
 HS CODES: 39269097,
 40081100
 2 CASES GROSS WEIGHT: 582.000 KGS MEASUREMENT: 1.245 CBM
 PUMPS AND PUMP SPAREPARTS
 HS CODE 84137021,
 84139100
 5 CASES GROSS WEIGHT: 1020.000 KGS MEASUREMENT: 2.624 CBM
 PUMPS AND PUMP SPAREPARTS
 HS CODE 84137021,
 84139100

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit		

MRKU3545420 40 DRY 9'6 48 PACKAGE 16355.700 KGS 54.855 CBM

Shipper Seal : B140174

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 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

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name	Prepaid/Collect	Invoice Party		Customer Code	Collection Business Unit	

amended on: 20.02.2026 by ECH

Mexico PL-Sheet 2026

valid from March 1st 2026

SACO Ref.: 6/06/HAM/1678 Vessel: Maersk Monte Linzor Port: Veracruz
ETA: 14.07.2026 Container: MRKU 354 542-0



B/L	COLLECT	incl.Special charges	Doc fee	Unstuffing	Admin Fee	Transm.Fee	Port Transf	On Carriage	0,00 USD	Quote No.:
VER284663	88,13									
VER284664	181,39									
GCHAM26060365	98,34									
GCHAM26060365	672,36	Disbursements								
GCHAM26060366	56,00									
GCHAM26060366	387,92	Disbursements								
GCHAM26060381	161,78									
GCHAM26060381	507,06	Disbursements								
VER284693	56,00									
VER284695	56,00									
GCHAM26060414	367,58									
GCHAM26060414	95,71	Disbursements								
28875429	92,00									
VER284716	56,00									
VER284716	341,40	Disbursements								
VER284729	56,00									
GCHAM26060488	606,70									
GCHAM26060488	824,92	Disbursements								
	4705,29		0,00	0,00	0,00	0,00	0,00		0,00	

COLLECT FREIGHT TOTAL

RELEASE FEE

UNSTUFFING

ADMIN FEE

TRANSMISSION FEE

CREDIT FOR ON CARRIAGE

PORT TRANSFER

4.705,29 USD

0,00 USD

0,00 USD

0,00 USD

0,00 USD

0,00 USD

0,00 USD

4.705,29 USD

debit to InterTEAM

0,00 USD

credit to InterTEAM

Kickback as agreed USD 24,00 w/m from B/L

date 01.10.23

FRT:

54,855

1.316,52 USD

Hartrodt Kickback USD 4,50 w/m

FRT:

1,238

5,57 USD

Quick Cargo Kickback USD 3,- w/m

FRT:

1,492

4,48 USD

BDP / ED Forwarding Kickback USD 3,- w/m

FRT:

0,00 USD

Linkin / Europartner/XPD Kickback USD 4 w/m

FRT:

0,00 USD

DHL compensation VER canceled 2026

FRT:

DHL compensation ALM canceled 2026

FRT:

K&N compensation canceled 2026

FRT:

Ceva compensation canceled 2026

FRT:

0,00 USD

TOTAL AMOUNT

6.031,86 USD

CREDIT OR DEBIT TO INTERTAEAM

Agreed special PLC :

SHIPPER	Consignee	Doc fee	Unstuffing	Admin	Tranmiss.	Port Transfer
Würth	Knipping/Globaltranz	USD 50,-	USD 28,-w/m			
Hansa Gateway	all	USD 70,-	USD 33,-w/m			



SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) STRAIT AIR TRANSPORT A/S VANDVEJEN 7 8000 AARHUS C DENMARK DK-DENMARK 86208210 86126021 SIW EXPORT.OCEAN.DK@STRAITAIR.COM		BOOKING NO. 28875429	BILL OF LADING NO. 28875429
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) HELLMANN WORLDWIDE LOGISTICS, S.A. DE C.V. ACCESO III NO. 16B, BODEGAS 2B, 3B, 4B ZONA INDUSTRIAL BENITO JUÁREZ 76120, QUERETARO* MX-MEXICO +52 442 668 62 93 ISABEL.LOPEZ@HELLMANN.COM		EXPORT REFERENCES 10002834	FORWARDING AGENT, F.M.C. NO STRAIT AIR TRANSPORT A/S VANDVEJEN 7 8000 AARHUS C DENMARK DK-DENMARK
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE* AS AGENTS OF PELORUS SHIPPING LINE TAX ID: ** PLEASE ADVISE ** ???		POINT AND COUNTRY OF ORIGIN OF GOODS	
PRE-CARRIAGE BY*		PLACE OF RECEIPT BY PRE-CARRIER*	TRANSHIPMENT PORT
		DOOR BILLUND , 7190	
EXPORT CARRIER (VESSEL/VOY/FLAG) MAERSK MONTE LINZOR 625S		PORT OF LOADING HAMBURG	LOADING PIER/TERMINAL DOOR / CFS
PORT OF DISCHARGE VERACRUZ		PLACE OF DELIVERY BY ON CARRIER*	NUMBER OF ORIGINALS
		VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
ORDER 25-1152	1	PIECES S.T.C 12 CARTONS SHIELD-SM FRAME TUNER M220 H.S CODE: 74094000 FREIGHT COLLECT	383.604 Lbs 174.000 Kgs	28.817 Cbf 0.816 Cbm
Due to ongoing operational and regional constraints affecting logistics flows into the Middle East, shipments destined for this region may experience delays. Additionally, extra charges may apply depending on the final routing and service adjustments required. Due to current security risks in the Southern Red Sea and Gulf of Aden ocean carriers will route vessels around the Cape of Good Hope instead of the Suez Canal until further notice. We feel it necessary to inform our valued customers all rates and spot quotes are subject to change without prior notice. Equipment and space may be affected by this situation causing an impact to our schedules. We strive to update schedules on confirmed bookings and arrival notices as timely as possible.				
For notification purpose only			Total:	383.604 Lbs 174.000 Kgs
Page 1 of 1				28.817 Cbf 0.816 Cbm

SHIPPER'S DECLARED VALUE \$
SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 8 (3) OF THIS B/L

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
OCEAN FREIGHT	MIN	88.00		USD 88.00
EMISSION TRADING SYSTEM SURCHARGE	MIN	4.00		USD 4.00
DOCUMENTATION	LS	235.00	DKK 235.00	
AMS FILING FEE	LS	30.00	EUR 30.00	
LCL CHARGES	MIN	50.00	DKK 150.00	
SOLAS ADMIN FEE	LS	7.50	EUR 7.50	
PICK-UP	LS	500.00	DKK 500.00	
TOTAL			EUR 37.50 DKK 885.00	USD 92.00

RECEIVED by Carrier, so far as can be reasonably ascertained, in external apparent good order and condition (unless otherwise stated herein) the Goods as specified above for carriage from the Place of Receipt or Port of Loading to the Port of Discharge or Place of Delivery, whichever is applicable. Notwithstanding any local customs or privileges to the contrary, Merchant agrees on acceptance of contract or acceptance of notice of this Bill to be bound, and that the Goods and Services as evidenced herein are subject to, all terms of the Bill including but not limited to Defences (as defined), indemnities, liberties and the law & jurisdiction provisions hereof whether appearing on the front or reverse or whether printed or stamped or otherwise incorporated herein and in the Carrier's Tariff, as if all signed by the Merchant. Above particulars of the Goods and address details are as provided and as declared by Merchant and are stated without warranty, liability or responsibility as to correctness by Carrier. Where the Bill is non-negotiable and unless Merchant gives written notice of and Carrier has given written agreement to the contrary prior to Carrier's acceptance of the Goods, or if this is an Express Bill, then Carrier may give delivery of the Goods to the named Merchant in the Consignee's box above (subject to payment of outstanding Freight and Charges), upon reasonable proof of identity and without the surrendering of any Original Bill. Where the Bill is negotiable (To Order / or) in accordance with the terms of this Bill, one original Bill of Lading, duly endorsed, must be surrendered by the Merchant to the Carrier (together with payment of outstanding Freight and Charges) in exchange for the Goods or a Delivery Order. IN WITNESS WHEREOF the Carrier or their Agent has signed the number of Bills of Lading stated above, all of this tenor and date, and wherever as required by this Bill one original Bill of Lading has been surrendered all other Bills of Lading shall be void.

DATED COPENHAGEN ON JUN 21, 2026

BY SHIPCO TRANSPORT. AS CARRIER

Shipper Durable - Hunke & Jochheim GmbH & Co. KG Westfalenstr. 77-79 58636 Iserlohn Germany		B/L No. GCHAM26060365		
Consigned to order of HPP Systems de Mexico S.A. de C.V. Km 48 Carretera Federal México-Pachuca, Los Reyes Acozac, Tecámac, CP. 55755 Estado de México, MX		 115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL		
Notify Party and address HPP Systems de Mexico S.A. de C.V. Km 48 Carretera Federal México-Pachuca, Los Reyes Acozac, Tecámac, CP. 55755 Estado de México, MX				
Ocean Vessel MAERSK MONTE LINZOR				Voyage No. SAC0914
Port of Discharge Veracruz		Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos.		Quantity and description of goods		Gross weight, kg Measurement, m ³
Adler Pelzer Group HPP Systems de Mexico S.A. de C.V. Km 48 Carretera Federal Mexico Pachuca, Los Reyes Acozac-Tecamac 55755 ESTADO DE MEXICO MEXIKO 1911811 Los Reyes Acozac		2 Pallet(s) S.T.C. Office products HS Code: 40169957		465kg
DRAFT				
All particulars above declared by Merchant				
For delivery of cargo please apply to InterTEAM SA de CV Colima 114 Desp 201 Col. Roma 06700 Cuauhtemoc, MEX Mexico		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 must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed , if not otherwise stated above, one of which being accomplished the other(s) to be void.		
		Place and date of issue Norderstedt / 2026-JUN-21		
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.		Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.		

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, storing, 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;
 - transport or carry the Goods on another vessel or by 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 stowage 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 expense, 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

(1) 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 known, the responsibility of the Carrier is determined by

- 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 lack 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 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 customs 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 consequence whereof it could not prevent by the exercise of reasonable diligence.
 - 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.
 - 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 so 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 FOB/CFR invoice value 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 construed 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 persons 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

its own bill, 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 it 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 recognised 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 need be, the precautions to be taken.
- Goods of a 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 handing over for carriage or of their carriage.
- 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 shall not be 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 cargo.
- 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 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 and expenses incurred by the Merchant in connection with the consignment 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 and any document 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 estimated contribution of 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 USD 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.

24. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, limitation of or 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 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.

Shipper WOCO Industrietechnik GmbH Hanauer Landstrasse 16 63628 Bad Soden Germany		B/L No. GCHAM26060366	
Consigned to order of Omni Mfg Services S.A. DE C.V. Phillips-Medisize,LLC AV LA Noria Lt. 13 MZ 3 No 125 76220 Santa Rose Jauregui, MEX Mexico		 115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Notify Party and address Omni Mfg Services S.A. DE C.V. Phillips-Medisize,LLC AV LA Noria Lt. 13 MZ 3 No 125 76220 Santa Rose Jauregui, MEX Mexico			
Ocean Vessel MAERSK MONTE LINZOR	Voyage No. SAC0914	Port of Loading Hamburg	Place of Acceptance Hamburg
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos. Omni Mfg Services S.A. DE C.V. Phillips-Medisize,LLC AV LA Noria Lt. 13 MZ 3 No 125 MEX - 76220 Santa Rose Jauregui, MEX		Quantity and description of goods 1 Pallet(s) S.T.C Car parts HS Code: 39263000	Gross weight, kg Measurement, m ³ 215kg
DRAFT			
All particulars above declared by Merchant			
For delivery of cargo please apply to InterTEAM SA de CV Colima 114 Desp 201 Col. Roma 06700 Cuauhtemoc, MEX Mexico		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 must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed , if not otherwise stated 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: _____ 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.		Place and date of issue Norderstedt / 2026-JUN-21 Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.	

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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, storing, 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;
 - transport or carry the Goods on another vessel or by 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 stowage 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 expense, 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

(1) 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 known, the responsibility of the Carrier is determined by

- 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 lack 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 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 customs 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 consequence whereof it could not prevent by the exercise of reasonable diligence.
 - 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.
 - 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 so 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 FOB/CFR invoice value 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 construed 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 persons 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

its own bill, 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 it 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 recognised 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 need be, the precautions to be taken.
- Goods of a 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 handing over for carriage or of their carriage.
- 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 shall not be returned 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 cargo.
- 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 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 and shall be liable to the Carrier for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the Goods and any document 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.

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 and any document 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 estimated contribution of 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 USD 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.

24. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, limitation of or 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 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.

Shipper Prym Fashion GmbH Zweifaller Str. 130 52224 Stolberg Germany		B/L No. GCHAM26060381	
Consigned to order of Femati S.A. DE C.V. Bosques de Alisos 47 A 05120 CDMX C.P., MEX Mexico		 115, OMONIA AVENUE PAROUTIS BLDG., 3rd Floor 3045 LIMASSOL	
Notify Party and address FREIGHT & CARGO SERVICES DE MEXICO SA DE CV SUR 125 A NUM 79 COL LOS CIPRESES DEL. IZTAPALAPA CP 09810 CIUDAD DE MEXICO F&C0406106C6 KAREN.TORIZ@FCSMEXICO.COM			
Ocean Vessel MAERSK MONTE LINZOR	Voyage No. SAC0914		
Port of Discharge Altamira	Place of Delivery Altamira	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos. Femati S.A. DE C.V. MEX		Quantity and description of goods 3 Pallet(s) S.T.C parts for Buttons HS Code: 96061000	
		Gross weight, kg Measurement, m ³ 1.351kg	

DRAFT

All particulars above declared by Merchant	
For delivery of cargo please apply to InterTEAM SA de CV Colima 114 Desp 201 Col. Roma 06700 Cuauhtemoc, MEX Mexico	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 must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.
	Place and date of issue Norderstedt / 2026-JUN-21
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.	Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.

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, storing, 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;
 - transport or carry the Goods on another vessel or by 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 stowage 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.
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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 expense, 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

(1) 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 known, the responsibility of the Carrier is determined by

- 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 lack 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 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 customs 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 consequence whereof it could not prevent by the exercise of reasonable diligence.
 - 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.
 - 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 so 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 FOB/CFR invoice value 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 construed 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 persons 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

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 it 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 recognised 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 need be, the precautions to be taken.
- Goods of a 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 handing over for carriage or of their carriage.
- 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 shall not be returned 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 cargo.
- 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 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 and shall be liable to the Carrier for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the Goods and any document 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.

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 and any document 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 estimated contribution of 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 USD 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.

24. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, limitation of or 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 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.

Shipper Dominik Georg Luh Technografit GmbH Rosengasse 1 65343 Eltville Germany		B/L No. GCHAM26060414	
Consigned 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		 115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Notify Party and 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			
Ocean Vessel MAERSK MONTE LINZOR	Voyage No. SAC0914		
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos. Pelzer de Mexico S.A. de C.V. Antiguo carril a San Cristobal S/N MEX - 72990 Puebla, MEX		Quantity and description of goods 4 Pallet(s) S.T.C. expandable graphit HS Code: 38019000	Gross weight, kg Measurement, m³ 4.080kg

DRAFT

All particulars above declared by Merchant	
For delivery of cargo please apply to InterTEAM SA de CV Colima 114 Desp 201 Col. Roma 06700 Cuauhtemoc, MEX Mexico	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 must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed , if not otherwise stated above, one of which being accomplished the other(s) to be void.
	Place and date of issue Norderstedt / 2026-JUN-21
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.	Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.

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, storing, 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;
 - transport or carry the Goods on another vessel or by 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 stowage 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 expense, 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

(1) 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 known, the responsibility of the Carrier is determined by

- 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 lack 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 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 customs 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 consequence whereof it could not prevent by the exercise of reasonable diligence.
 - 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.
 - 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 so 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 FOB/CFR invoice value 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 construed 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 persons 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

its own bill, 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 it 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 recognised 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 need be, the precautions to be taken.
- Goods of a 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 handing over for carriage or of their carriage.
- 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 shall not be 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 cargo.
- 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 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 and expenses incurred by the Carrier in connection with the consignment 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 and any document 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 estimated contribution of 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 USD 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.

24. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, limitation of or 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 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.

Shipper CITO-SYSTEM GmbH Haimendorfer Str. 37 90571 Schwaig Germany		B/L No. GCHAM26060488	
Consigned to order of Representaciones Pfeifer Sa de CV, C/O Onate, Wily y CIA, S. Benito Juárez No. 276 91700 Mexico, MEX Mexico		 115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Notify Party and address CONTINENTE FORWARDING, SA DE CV Prol. Los Soles 200 Int. 301 Torre Martel 3 PTE Col. Del Valle Oriente San Pedro Garza García, NL 66260 RFC: CF0030723285			
Ocean Vessel MAERSK MONTE LINZOR	Voyage No. SAC0914	Port of Loading Hamburg	Place of Acceptance Hamburg
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos. Representaciones Pfeifer Mexico City Via Vera Cruz 1-6 Made in Germany		Quantity and description of goods 6 Pallet(s) S.T.C. CITO Tape YELLOW Setline Centring Block for BOBST chase loader BLUE HS Codes: 39269097, 40081100	Gross weight, kg Measurement, m³ 2.505kg
DRAFT			
All particulars above declared by Merchant			
For delivery of cargo please apply to Interteam SA de CV Colima 114 Desp 201 Col. Roma 06700 Cuauhtemoc, MEX Mexico		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 must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed , if not otherwise stated 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: _____ 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.		Place and date of issue Norderstedt / 2026-JUN-21 Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.	

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, storing, 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;
 - transport or carry the Goods on another vessel or by 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 stowage 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 expense, 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

(1) 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 known, the responsibility of the Carrier is determined by

- 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 lack 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 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 customs 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 consequence whereof it could not prevent by the exercise of reasonable diligence.
 - 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.
 - 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 so 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 FOB/CFR invoice value 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 construed 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 mark 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 persons 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

its own bill, 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 it 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 recognised 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 need be, the precautions to be taken.
- Goods of a 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 handing over for carriage or of their carriage.
- 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 shall not be 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 cargo.
- 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 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 and shall be liable to the Carrier for the cost and expenses of recovering such sums. The Carrier shall also have a lien against the Merchant on the Goods and any document 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.

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 and any document 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 estimated contribution of 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 USD 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.

24. Non-Waiver and Severability

Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or defence, immunity, exemption, limitation of or 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 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.

Shipper
KAESLER NUTRITION GMBH
ZEPPELINSTRASSE 3
27472 CUXHAVEN
REPUBLICA FEDERAL DE ALEMANIA

B/L No.
VER284535



SACO SHIPPING LINE LTD

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

6/06/HAM/167802

Copy

Consigned to order of
COMERCIALIZADORA DE SALES
MINERALES PARA LA AGROINDUSTRIA S.A.
DE C.V. RFC: CSM951219NP8
CIRCUITO INTERIOR NORTE SOCORRO
ROMERO NO. 4409 COL.
SAN LORENZO TEOTIPILCO
C.P. 75855 TEHUACAN, PUEBLA, MEXICO

Notify Party and address
COMERCIALIZADORA DE SALES
MINERALES PARA LA AGROINDUSTRIA S.A.
DE C.V. RFC: CSM951219NP8
CIRCUITO INTERIOR NORTE SOCORRO
ROMERO NO. 4409 COL.
SAN LORENZO TEOTIPILCO
C.P. 75855 TEHUACAN, PUEBLA, MEXICO

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK MONTE LINZOR 625S

Port of loading
HAMBURG

Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
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Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
COMERCIALIZADORA DE SALES MINERALES PARA LA AGROINDUSTRIA S.A. DE C.V. RFC: CSM951219NP8 CIRCUITO INTERIOR NORTE SOCORRO ROMERO NO. 4409 COL. SAN LORENZO TEOTIPILCO C.P. 75855 TEHUACAN, PUEBLA, MEXICO STOWED INTO CONTAINER NO.: MRKU3545420	1 PALLET	DESCRIPCION: 1.000 L LOVIT PROGANO LIQUID NO:49017 HTS NO: 3302 90 SHIPPED ON BOARD FREIGHT PREPAID EMBALAJE: 50 CARTONES DE 4X5 L NETO, EN 1 PALET PESO BRUTO: 1.172,00 KG PESO NETO: 1.042,00 KG		1172,000	1,836

SEAL : B140174

TOTAL **1 PALLET** **1172,000 KGS** **1,836 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper
EMBASSY FREIGHT SERVICES
EUROPE(GERMANY) GMBH
AXEL-SPRINGER-PLATZ 2
20355 HAMBURG
GERMANY

B/L No.
VER284634



SACO SHIPPING LINE LTD

Consigned to order of
DEL CORONA & SCARDIGLI MEXICO S.A.
PATRICIO SANZ 1609, TORRE A PISO 8
COL.DEL VALLE SUR CP03100 BENITO J
MEXICO TAX ID: CAS070910I3A
MAIL:OPERACIONES@MX.DCSFREIGHT.COM
PHONE: +52 55 5559 8402

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

6/06/HAM/167811

Copy

Notify Party and address
DEL CORONA & SCARDIGLI MEXICO S.A.
PATRICIO SANZ 1609, TORRE A PISO 8
COL.DEL VALLE SUR CP03100 BENITO J
MEXICO TAX ID: CAS070910I3A
MAIL:OPERACIONES@MX.DCSFREIGHT.COM
PHONE: +52 55 5559 8402

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. SENOPLAST S.A. DE C.V 76220 SANTA ROSA JAUREGUI, C.P., MEXICO STOWED INTO CONTAINER NO.: MRKU3545420	Quantity of Goods 1 PALLET	Description of Goods ROWALID AC-17697-30M SCHWARZ CUSTOMER ORDER: 4500099989 HS CODE: 32041900	Said to contain Gross weight, kg. 1020,000 Measurement, m ³ 2,145

SEAL : B140174

TOTAL **1 PALLET** **1020,000 KGS** **2,145 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper

MATRIX CHEMIE LIMITED GROUND FLOOR, UNIT
6 TURNBERRY PARK, GILDERSOME, MORLEY,
LEEDS. WEST YORKSHIRE . LS27 7LE. UNITED
KINGDOM

B/L No.
VER284649



SACO SHIPPING LINE LTD

SACO SHIPPING LINE LIMITED

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

6/06/HAM/167813

Copy

Consigned to order of

GALERIA PRODUCTORA DE COSMETICOS, S. DE
R.L. DE C.V.
AVENIDA FERROCARRIL NORTE NO. 100
APASEO EL GRANDE, GUANAJUATO, MÉXICO
ZIP CODE 38177 TAX ID GPC150827DY8

Notify Party and address

GALERIA PRODUCTORA DE COSMETICOS, S. DE
R.L. DE C.V. AVENIDA FERROCARRIL NORTE
NO. 100 APASEO EL GRANDE, GUANAJUATO,
MÉXICO ZIP CODE 38177 TAX ID GPC150827DY8
ALEJANDRO.CAMARENA@UBERFREIGHT.COM,
ALEJANDRO.CAMARENA@WELLA.COM; *

		Place of receipt HEILBRONN	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. PO51397	Quantity of Goods 1 BOX	Description of Goods SODIUM FORMATE HS-CODE: 29151200	Said to contain Gross weight, kg. 25,200 Measurement, m ³ 0,120

*
4PLMXINBOUND@UBERFRE
IGHT.COM;
ALINE.NAVARRO@WELLA.
COM;
AMY.SANABRIA@WELLA.C
OM;JANET.ESCOBOSA@WE

CUSTOMS BROKER INFORMATION (RB
GROUP):
CONSTITUCION 353, CP 91700, COL.
CENTRO, VERACRUZ, MÉXICO
CONTACT:
ANTONIO.DIAZ@RBGROUP.COM
PHONE: (229) 294 9943

STOWED INTO CONTAINER NO.: MRKU3545420

SEAL : B140174

TOTAL **1 BOX** **25,200 KGS** **0,120 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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

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Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
A. HARTRODT DEUTSCHLAND
(GMBH & CO) KG
RECHA-LUEBKE-DAMM 31
20097 HAMBURG
GERMANY

B/L No.
VER284658 - B



SACO SHIPPING LINE LTD

Consigned to order of
A. HARTRODT MEXICO S.A. DE C.V.
RFC: AHM0810275D8
AV. INSURGENTES SUR 800, FLOOR 9
C.P. 03100. CIUDAD DE MEXICO
MEXICO

Notify Party and address
A. HARTRODT MEXICO S.A. DE C.V.
RFC: AHM0810275D8
AV. INSURGENTES SUR 800, FLOOR 9
C.P. 03100. CIUDAD DE MEXICO
MEXICO

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

6/06/HAM/167815

Copy

		Place of receipt HAMBURG CFS		
Ocean vessel MAERSK MONTE LINZOR 625S	Port of loading HAMBURG			
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable FREIGHT PREPAID	Number of original Bills of Lading 0/ZERO	
Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg. Measurement, m ³
CARGO DETAILS AS PER ATTACHED STATEMENT				

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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.

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Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
3001431835	1 PALLET	MEDICAL EQUIPMENT HS CODE: 85072080		362,710	0,998
STOWED INTO CONTAINER NO.: MRKU4134911		S.P. 238		SEAL : B140177	
3001452180	2 CARTONS	SAFETY EQUIPMENT HS CODE: 90271010		4,140	0,048
STOWED INTO CONTAINER NO.: MRKU4134911		S.P. 188		SEAL : B140177	
HD 5002683432 LPE039956 / 2200553 MEXICO D.F. / MEXICO NR 1-2 STOWED INTO CONTAINER NO.: MRKU4134911	2 PACKAGES	MEDICAL EQUIPMENT HS CODE: 90192010 90192090		115,000	0,825
				SEAL : B140177	
3001456458	1 PALLET	SAFETY EQUIPMENT HS CODE: 63079093		95,000	1,238
STOWED INTO CONTAINER NO.: MRKU3545420				SEAL : B140174	
TOTAL		6 PACKAGES		576,850 KGS	3,109 CBM

- B

Shipper
CRANE WORLDWIDE GERMANY GMBH
HAMMERBROOKSTRASSE 47B
20097 HAMBURG
GERMANY

B/L No.
VER284663



SACO SHIPPING LINE LTD

SACO SHIPPING LINE LIMITED

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

6/06/HAM/167818

Copy

Consigned to order of
CWL MEXICO S. DE R.L. DE C.V.
AV. PASEO DE LA REFORMA NO. 373 PISO 8-B
COL. CUAUHEMOC, MPIO. CUAUHEMOC
CIUDAD DE MEXICO C.P. 06500
R.F.C. CME-090205-NS5
CRISTINA.GALVAN@CRANEWW.COM +
DULCE.CARDENAS@CRANEWW.COM

Notify Party and address
CWL MEXICO S. DE R.L. DE C.V.
AV. PASEO DE LA REFORMA NO. 373 PISO 8-B
COL. CUAUHEMOC, MPIO. CUAUHEMOC
CIUDAD DE MEXICO C.P. 06500
R.F.C. CME-090205-NS5
CRISTINA.GALVAN@CRANEWW.COM +
DULCE.CARDENAS@CRANEWW.COM

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK MONTE LINZOR 625S

Port of loading
HAMBURG

Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable VERACRUZ	Number of original Bills of Lading 0/ZERO
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Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
INALFA ROOF SYSTE MS DE MEXICO S DE RL DE CV INV DN	1 PACKAGE	SLEEVE ROLLO HS CODE:87082990		187,000	1,632

STOWED INTO CONTAINER NO.: MRKU3545420

SEAL : B140174

TOTAL	1 PACKAGE	187,000 KGS	1,632 CBM
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FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper
CRANE WORLDWIDE GERMANY GMBH
HAMMERBROOKSTRASSE 47B
20097 HAMBURG
GERMANY

B/L No.
VER284664



SACO SHIPPING LINE LTD

SACO SHIPPING LINE LIMITED

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

6/06/HAM/167819

Copy

Consigned to order of

CWL MEXICO S. DE R.L. DE C.V.
AV. PASEO DE LA REFORMA NO. 373 PISO 8-B
COL. CUAUHTEMOC, MPIO. CUAUHTEMOC
CIUDAD DE MEXICO C.P. 06500
R.F.C. CME-090205-NS5
CRISTINA.GALVAN@CRANEWW.COM +
DULCE.CARDENAS@CRANEWW.COM

Notify Party and address

CWL MEXICO S. DE R.L. DE C.V.
AV. PASEO DE LA REFORMA NO. 373 PISO 8-B
COL. CUAUHTEMOC, MPIO. CUAUHTEMOC
CIUDAD DE MEXICO C.P. 06500
R.F.C. CME-090205-NS5
CRISTINA.GALVAN@CRANEWW.COM +
DULCE.CARDENAS@CRANEWW.COM

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK MONTE LINZOR 625S

Port of loading
HAMBURG

Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable VERACRUZ	Number of original Bills of Lading 0/ZERO
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Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
INALFA ROOF SYSTE MS DE MEXICO S DE RL DE CV INV: DN: STOWED INTO CONTAINER NO.: MRKU3545420	3 PACKAGES	SLEEVE ROLLO HS CODE: 848330		386,000	3,359

SEAL : B140174

TOTAL	3 PACKAGES	386,000 KGS	3,359 CBM
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FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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

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Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
UPS SCS (AUSTRIA) LOGISTIC GMBH
AS AGENTS FOR UPS EUROPE SRL
OBJECT 1, CARGO NORTH, VIENNA AIRPORT
VIENNA AUSTRIA 1300

B/L No.
VER284667



SACO SHIPPING LINE LTD

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

6/06/HAM/167821

Copy

Consigned to order of
RFC: UME960604PZ7
UPS SCS MEXICO SA DE CV
AS AGENT FOR UPS OCEAN FREIGHT SERVICES
EUGENIA NO. 189 COL NARVARTE ORIENTE
CIUDAD DE MEXICO MEX CP 03020 MEXICO

Notify Party and address
RFC: UME960604PZ7
UPS SCS MEXICO SA DE CV
AS AGENT FOR UPS OCEAN FREIGHT SERVICES
EUGENIA NO. 189 COL NARVARTE ORIENTE
CIUDAD DE MEXICO MEX CP 03020 MEXICO

		Place of receipt SIERNING DOOR	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable WIEN	Number of original Bills of Lading 0/ZERO
Marks and Nos. SN: 7157369967 SOLUCIONES PLASTICAS CALZADA MEXICO TACUBA NO. 942 11280 MEXICO CITY MEXICO	Quantity of Goods 1 PALLET	Description of Goods FLEDBAG ORIGINAL, FLEDBAG EASY AS PER INVOICE# 94308 HTS: 848180	Said to contain Gross weight, kg. 180,000 Measurement, m ³ 1,680

STOWED INTO CONTAINER NO.: MRKU3545420

SEAL : B140174

TOTAL **1 PALLET** **180,000 KGS** **1,680 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL: 005255146915, FAX: 005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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

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.

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Place and date of issue
WIEN 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
ANDRITZ FEED & BIOFUEL A/S
GLENTEVEJ 5-7
ESBJERG O 6705
DENMARK

B/L No.
VER284673



SACO SHIPPING LINE LTD

Consigned to order of
ANDRITZ S.A. DE C.V.
AV. FRANCISCO I. MADERO ORIENTE
NO. 5595, COL. CIUDAD INDUSTRIAL
MORELIA 58200 MEXICO
RFC: AHY9601017X4

Notify Party and address
ANDRITZ S.A. DE C.V.
ATT.: LAURA GOMEZ
EMAIL: LAURA.GOMEZ@ANDRITZ.COM
PHONE: +52 443 318 4959

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

6/06/HAM/167826

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. Q29773+Q10826/82607056 +17 JET STOWED INTO CONTAINER NO.: MRKU3545420	Quantity of Goods 2 PACKAGES	Description of Goods AGRICULTURE MACHINE PARTS HS CODE: 84369900	Gross weight, kg. 516,000 SEAL : B140174
		Said to contain	Measurement, m ³ 0,724

TOTAL **2 PACKAGES** **516,000 KGS** **0,724 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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.

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Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper
MATRIUM GMBH
GEWERBERING 14C
D-82140 OLCHING
GERMANY
TAX ID:DE 218181947

B/L No.
VER284678



SACO SHIPPING LINE LTD

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

6/06/HAM/167830

Copy

Consigned to order of

AIRBUS HELICOPTERS MEXICO QUERETARO
CARRETERA ESTATAL 200, QUERETARO
KM.24+ 120 INTERIOR 3,PARQUE
INDUSTRIAL AEROTECH 76270 MUNICIPIO
DE COLON, QUERETARO / MEXICO
TAX ID: EMP110817U86 DIANA.OLGUIN@
AIRBUS.COM,ROCIO.R.SILVA@AIRBUS.COM

Notify Party and address

AIRBUS HELICOPTERS MEXICO QUERETARO
CARRETERA ESTATAL 200, QUERETARO
KM.24+ 120 INTERIOR 3,PARQUE
INDUSTRIAL AEROTECH 76270 MUNICIPIO
DE COLON, QUERETARO / MEXICO
TAX ID: EMP110817U86 DIANA.OLGUIN@
AIRBUS.COM,ROCIO.R.SILVA@AIRBUS.COM

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK MONTE LINZOR 625S

Port of loading
HAMBURG

Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
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Marks and Nos. LG MATRIUM GMBH 82039103	Quantity of Goods 2 PALLETS	Description of Goods CIVIL AIRCRAFT PARTS NOT RESTRICTED HS-CODE: 76161000	Said to contain	Gross weight, kg. 561,500	Measurement, m ³ 1,800
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STOWED INTO CONTAINER NO.: MRKU3545420

SEAL : B140174

TOTAL	2 PALLETS	561,500 KGS	1,800 CBM
--------------	------------------	--------------------	------------------

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
QCS-QUICK CARGO SERVICE GMBH
WERNER-WITT-STRASSE 5
21035 HAMBURG, GERMANY
TAX-ID:DE114202533
TELEPHONE: 00494023838940

B/L No.
VER284693



SACO SHIPPING LINE LTD

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

6/06/HAM/167840

Copy

Consigned to order of
AIRMAR TRANSPORTES INTERNACIONALES
S.A. DE C.V. NORTE 174, NO. 549,
COL PENSADOR MEXICANO 15510 MEXICO,
CDMX MEXICO RFC: ATI 9307029F8
TEL: 52.55.19.99.90.00

Notify Party and address
AIRMAR TRANSPORTES INTERNACIONALES
S.A. DE C.V. NORTE 174, NO. 549,
COL PENSADOR MEXICANO 15510 MEXICO,
CDMX MEXICO RFC: ATI 9307029F8
TEL: 52.55.19.99.90.00

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS		Number of original Bills of Lading 0/ZERO
Marks and Nos. HAZEMAG & EPR GMBH DELIVERY ADDRESS: CEMENTOS MOCTEZUMA, S.A.DE C.V. MONTE ELBRUZ NO. 134 - P.H. COL. LOMAS DE CHAPULTEPEC 11000 MEXICO D. F. MEXICO LS 93565 // 1D 86303 STOWED INTO CONTAINER NO.: MRKU3545420	Quantity of Goods 1 PALLET	Description of Goods MACHINERY PARTS AS PER INVOICE: 103590 HS-CODE: 847490	Gross weight, kg. 261,000 Measurement, m ³ 0,539

SEAL : B140174

TOTAL 1 PALLET 261,000 KGS 0,539 CBM

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkammereistraße 1
21107 Hamburg
Germany



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

Shipper
QCS-QUICK CARGO SERVICE GMBH
WERNER-WITT-STRASSE 5
21035 HAMBURG, GERMANY
TAX-ID:DE114202533
TELEPHONE: 00494023838940

B/L No.
VER284695



SACO SHIPPING LINE LTD

Consigned to order of
AIRMAR TRANSPORTES INTERNACIONALES
S.A. DE C.V. NORTE 174, NO. 549,
COL PENSADOR MEXICANO 15510 MEXICO,
CDMX MEXICO RFC: ATI 9307029F8
TEL: 52.55.19.99.90.00

Notify Party and address
AIRMAR TRANSPORTES INTERNACIONALES
S.A. DE C.V. NORTE 174, NO. 549,
COL PENSADOR MEXICANO 15510 MEXICO,
CDMX MEXICO RFC: ATI 9307029F8
TEL: 52.55.19.99.90.00

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

6/06/HAM/167841

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS		Freight payable VERACRUZ
		Number of original Bills of Lading 0/ZERO	
Marks and Nos. HEGLA GMBH & CO. KG SAINT-GOBAIN MEXICO # 147697 / LS149044 STOWED INTO CONTAINER NO.: MRKU3545420	Quantity of Goods 2 PALLETS	Description of Goods MACHINERY PARTS AS PER INVOICE: 147694 HS-CODE: 848390,846691, 848320, 731822, 731821, 731815, 731816	Said to contain Gross weight, kg. 233,000 Measurement, m ³ 0,353
		SEAL : B140174	

TOTAL	2 PALLETS	233,000 KGS	0,353 CBM
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FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper
LOGWIN AIR + OCEAN DEUTSCHLAND GMBH
BANKSSTRASSE 28
HAMBURG HH 20097 GERMANY
+49403197900
+4940319790119
CONSOL.HAMBURG@LOGWIN-LOGISTICS.COM
EORI+DE7024460

Consigned to order of
LOGWIN AIR+OCEAN MEXICO SA DE CV
RFC:LAS070725BM6
AV. COYOACAN 1622,TORRE 3, NIVEL 2,
OFICINA 201, COLONIA DEL VALLE, DEL.
BENITO JUAREZ,
CIUDAD DE MEXICO CMX 03100 MEXICO
RFC+LAS070725BM6

Notify Party and address
LOGWIN AIR + OCEAN MEXICO SA DE CV
AV. COYOACAN 1622,TORRE 3, NIVEL 2,
OFICINA 201, COLONIA DEL VALLE, DEL.
BENITO JUAREZ,
CIUDAD DE MEXICO CMX 03100 MEXICO
+525515602680

	Place of receipt HAMBURG, GERMANY CFS
--	--

Ocean vessel MAERSK MONTE LINZOR 625S	Port of loading HAMBURG, GERMANY
--	-------------------------------------

Port of discharge VERACRUZ, MEXICO	Place of delivery VERACRUZ, MEXICO CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
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Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
CARGO DETAILS AS PER ATTACHED STATEMENT					

B/L No.
VER284709 - B



SACO SHIPPING LINE LTD

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

6/06/HAM/167829

Copy

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
VER284677 PO.NO.: 331158 + 331159 CONSIGNEE: PPG INDUSTRIES DE MEXICO S.A. DE C.V. C/O A.A. G.A. RODRIGUEZ S.C. PATENTE 1077TEQUISQUIAPAN NO. 66 ZONA INDUSTRIAL SAN JUAN DEL RIO, QRO. C.P. 76800 MEXICO SEAPORT OF DESTINATION: VERACRUZ STOWED INTO CONTAINER NO.: CLHU8910035	10 PALLETS	PAINT **HSCODE: 32089091** UN 1263/Class 3/PG III		4597,000	12,755
VER284709 KACO 81158 VERACRUZ SEAPORT STOWED INTO CONTAINER NO.: MRKU3545420	1 PACKAGE	AXIA MECHANICAL SEALS **HSCODE: 84842000**		161,000	0,394
TOTAL		11 PACKAGES		4758,000 KGS	13,149 CBM

- B

Shipper
BLANKART AG
HÖLZLIWISSENSTRASSE 4
CH-8604 VOLKETSCHIL
SWITZERLAND

B/L No.
VER284716



SACO SHIPPING LINE LTD

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

6/06/HAM/167855

Copy

Consigned to order of

WOREGG S DE RL DE CV
AV. INDUSTRIA METALURGICA 109
PARQUE INDUSTRIAL EL MARQUES, EL
MARQUES C.P. 76246 QUERETARO, MÉXICO
RFC ORM1711276W9
LUIS.LARA@WOREGG.COM

Notify Party and address

WOREGG S DE RL DE CV
AV. INDUSTRIA METALURGICA 109
PARQUE INDUSTRIAL EL MARQUES, EL
MARQUES C.P. 76246 QUERETARO, MÉXICO
RFC ORM1711276W9
LUIS.LARA@WOREGG.COM

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable VERACRUZ	Number of original Bills of Lading 0/ZERO
Marks and Nos. WOREGG S.R.L. DE C.V. QUERETARO, MEXICO	Quantity of Goods 1 PACKAGE	Description of Goods IRON OR STEEL PARTS FOR DAMPER ACTUATOR	Said to contain Gross weight, kg. 78,000 Measurement, m ³ 0,168

DELIVERY NOTE 11999

HS CODE 7318.1992

STOWED INTO CONTAINER NO.: MRKU3545420

SEAL : B140174

TOTAL **1 PACKAGE** **78,000 KGS** **0,168 CBM**

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
QCS-QUICK CARGO SERVICE GMBH
WERNER-WITT-STRASSE 5
21035 HAMBURG, GERMANY
TAX-ID:DE114202533
TELEPHONE: 00494023838940

B/L No.
VER284729



SACO SHIPPING LINE LTD

Consigned to order of
AIRMAR TRANSPORTES INTERNACIONALES
S.A. DE C.V. NORTE 174, NO. 549,
COL PENSADOR MEXICANO 15510 MEXICO,
CDMX MEXICO RFC: ATI 9307029F8
TEL: 52.55.19.99.90.00

Notify Party and address
AIRMAR TRANSPORTES INTERNACIONALES
S.A. DE C.V. NORTE 174, NO. 549,
COL PENSADOR MEXICANO 15510 MEXICO,
CDMX MEXICO RFC: ATI 9307029F8
TEL: 52.55.19.99.90.00

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

6/06/HAM/167864

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS		Freight payable VERACRUZ
		Number of original Bills of Lading 0/ZERO	
Marks and Nos. ZELLER PLASTIK MEXICO S.A. DE CV MEXICO STOWED INTO CONTAINER NO.: MRKU3545420	Quantity of Goods 1 PALLET	Description of Goods PLASTIC COLORANT AS PER INVOICE: 26401650 HS-CODE: 320417	Said to contain Gross weight, kg. 173,000 Measurement, m ³ 0,600

SEAL : B140174

TOTAL **1 PALLET** **173,000 KGS** **0,600 CBM**

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper
RITTER GMBH
KAUFBEURER STR.55
86830 SCHWABMÜNCHEN

B/L No.
VER284730



SACO SHIPPING LINE LTD

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

6/06/HAM/167865

Copy

Consigned to order of
SIKA MEXICANA S.A. DE C.V.
CARRETERA LIBRE A CELAYA KM 8.5
FRACC. INDUSTRIAL BALVANERA
76920 CORREGIDORA, QRO. MEXICO
RFC SME7811306Z7
CASTILLO.CINTHIA@MX.SIKA.COM

Notify Party and address
SIKA MEXICANA S.A. DE C.V.
CARRETERA LIBRE A CELAYA KM 8.5
FRACC. INDUSTRIAL BALVANERA
76920 CORREGIDORA, QRO. MEXICO
RFC SME7811306Z7
CASTILLO.CINTHIA@MX.SIKA.COM

		Place of receipt SCHWABMÜNCHEN				
Ocean vessel MAERSK MONTE LINZOR 625S		Port of loading HAMBURG				
Port of discharge VERACRUZ		Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO		
Marks and Nos.	Quantity of Goods		Description of Goods	Said to contain	Gross weight, kg.	Measurement, m³
SIKA MEXICANA SA DE CV CARRETERA LIBRE A CELAYA KM8,5 FRACC. INDUSTRIAL BALVANERA 76920 CORREGIDORA, QRO. MEXICO STOWED INTO CONTAINER NO.: MRKU3545420	5 PALLETS		= 90 CARTONS NOZZLE RDC 07 NATURAL ON IPPC PALLETS AS PER INVOICE NO. 631852 PO: 4506737718 HS CODE:39269097		915,000	10,624
				SEAL : B140174		

SEAL : B140174

TOTAL **5 PALLETS** **915,000 KGS** **10,624 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA,C.P. 06700 MEXICO D.F.
TEL:005255146915,FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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;

- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



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

Shipper
GEODIS FF GERMANY GMBH & CO. KG
AS AGENT OF CARGO CONTAINER LINE LTD
HAMMERBROOKSTRASSE 89, 20097 HAMBURG,
GERMANY
HAMBURG 20097 GERMANY
EORI+DE2728605

B/L No. - B
VER580679



SACO SHIPPING LINE LTD

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

6/06/HAM/167804

Copy

Consigned to order of
GEODIS MEXICO, S.A. DE C.V.
INSURGENTES SUR 1602 P.18 COL. CREDITO
CONSTRUCTOR MEXICO D.F. DEL. BENITO
JUAREZ C.P. 03940
MEXICO CMX 03940 MEXICO
RFC+GWM790307NB0

Notify Party and address
GEODIS MEXICO, S.A. DE C.V.
INSURGENTES SUR 1602 P.18 COL. CREDITO
CONSTRUCTOR MEXICO D.F. DEL. BENITO
JUAREZ C.P. 03940
MEXICO CMX 03940 MEXICO
+525511070010

		Place of receipt		
		HAMBURG, GERMANY CFS		
Ocean vessel			Port of loading	
MAERSK MONTE LINZOR 625S			HAMBURG, GERMANY	
Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading	
VERACRUZ, MEXICO	VERACRUZ, MEXICO CFS	HAMBURG	0/ZERO	
Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg. Measurement, m ³
CARGO DETAILS AS PER ATTACHED STATEMENT				

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM, S.A. DE C.V.
SERVICIOS INTERNACIONALS DE
COMERCIO, COLIMA 114 DESPACHO 201,
COLONIA ROMA, C.P. 06700 MEXICO D.F.
TEL:005255146915, FAX:005252087989
DANIELA.BORJA@INTERTEAM.COM.MX

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

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.

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- 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
- 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 whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 21.06.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wolkämmereistraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
SIIX EMS MEXICO S. DE RL DE CV AVENIDA SANTIAGO PONIENTE #108 COL CIUDAD SATELITE, VILLA DE POZOS C.P. 78423, SAN LUIS POTOSI MEXICO CRQ00022907 STOWED INTO CONTAINER NO.: TCNU2882840	3 PACKAGES	VOLTAGE MEASURING TRANSDUCER WITH A POWER OF **HSCODE: 854411**		276,400	1,116
				SEAL : B140121	
XYLEM WATER SOLUTIONS MEXICO S DE RL DE CV AV.CIRCUITO EL MARQUES NTE 21-A PARQUE INDUSTRIAL EL MARQUES CP 76246, QUERETARO, MEXICO CAJA NO. STOWED INTO CONTAINER NO.: MRKU3545420	2 CASES	PUMPS AND PUMP SPAREPARTS HS CODE 84137021, 84139100		582,000	1,245
				SEAL : B140174	- B
XYLEM WATER SOLUTIONS MEXICO S DE RL DE CV AV.CIRCUITO EL MARQUES NTE 21-A PARQUE INDUSTRIAL EL MARQUES CP 76246, QUERETARO, MEXICO CAJA NO. STOWED INTO CONTAINER NO.: MRKU3545420	5 CASES	PUMPS AND PUMP SPAREPARTS HS CODE 84137021, 84139100		1020,000	2,624
				SEAL : B140174	-B
TOTAL	10 PACKAGES			1878,400 KGS	4,985 CBM