

Ships Bag for MB/L 721625637

Container: MRSU8547602	1
PL SHEET MRSU 854 760 2.pdf	1
document.pdf	2
00346 MANIFEST 0950728.pdf	12
HB/L: GCHAM26080640	18
TYP: Externes B/L	18
VER285883 HBL 101.pdf	18
HB/L: GCHAM26080668	20
TYP: Externes B/L	20
VER285912 HBL 158.pdf	20
HB/L: GCHAM26080670	22
TYP: Externes B/L	22
VER285913 HBL 89.pdf	22
HB/L: VER285817	24
TYP: B/L	24
SACO Shipping Line Ltd. B/L VER285817 VER28581	24
HB/L: VER285842	26
TYP: B/L	26
SACO Shipping Line Ltd. B/L VER285842 VER28584	26
HB/L: VER285849	28
TYP: B/L	28
SACO Shipping Line Ltd. B/L VER285849 VER28584	28
HB/L: VER285860	30
TYP: B/L	30
SACO Shipping Line Ltd. B/L VER285860 VER28586	30
HB/L: VER285880	31
TYP: B/L	31
SACO Shipping Line Ltd. B/L VER285880 VER28588	31
HB/L: VER285892	32
TYP: B/L	32
SACO Shipping Line Ltd. B/L VER285892 VER28589	32

HB/L: VER285924	33
TYP: B/L	33
SACO Shipping Line Ltd. B/L VER285924 VER28592	33

valid from August 1st 2026

Container:
MRSU 854 760-2



SHIPPER	Consignee	Doc fee	Unstuffing	Admin	Tranmiss.	Port Transfer
Würth	Knipping/Globaltrans	USD 50,-	USD 28,-w/m			
Hansa Gateway	all	USD 70,-	USD 33,-w/m			
Geodis/LEGO		USD 15,-	USD 25,-w/m			
Fedex	Fedex	USD 25,-	USD 14,-w/m			

 MAERSK		NON-NEGOTIABLE WAYBILL	SCAC MAEU B/L No. 721625637
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. 721625637	
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		Export references 609HAM1607FECH	
Notify Party (see clause 22) SAME AS CONSIGNEE EMAIL: IMPORT@INTERTEAM.COM.MX		Svc Contract 299542652	
		This contract is subject to the terms, conditions and exceptions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of the current Maersk Bill of Lading (available from the Carrier, its agents and at terms.maersk.com/carriage), which are applicable with logical amendments (mutatis mutandis). To the extent necessary to enable the Consignee to sue and to be sued under this contract, the Shipper on entering into this contract does so on his own behalf and as agent for and on behalf of the Consignee and warrants that he has the authority to do so. The shipper shall be entitled to change the Consignee at any time before delivery of the goods provided he gives the Carrier reasonable notice in writing. Delivery will be made to the Consignee or his authorised agent on production of reasonable proof of identity (and, in the case of an agent, reasonable proof of authority) without production of this waybill. The Carrier shall be under no liability whatsoever for misdelivery unless caused by the Carrier's negligence.	
		Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)	
Vessel GSL MARIA	Voyage No. 635W	Place of Receipt. Applicable only when document used as Multimodal Waybill Hamburg	
Port of Loading Bremerhaven	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 60 PACKAGE MRSU 854760-2 40/DRY 9'6 1 PALLET GROSS WEIGHT: 346.000 KGS MEASUREMENT: 1.047 CBM FABRIC AS PER INVOICE:9290003545 HS CODE: 590390, 441520, 481950 1 PKG = THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE SACO SHIPPING LINE LTD B/L TERMS AND CONDITIONS. THE CARRIER	Weight 19857.700 KGS	Measurement 48.458 CBM
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Above particulars as declared by Shipper, but without responsibility of or representation by Carrier.

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect
Carrier's Receipt. Total number of containers or packages received by Carrier. 1 container Place of Issue of Waybill Hamburg Shipped on Board Date (Local Time) 2026-09-06 Date Issue of Waybill 2026-09-06 Declared Value Charges (see clause 7.3 of the Maersk Bill of Lading) for Declared Value of US\$ Shipped, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Carrier's Receipt" Signed for the Carrier Maersk A/S  Maersk Deutschland A/S & Co.KG As Agent(s)					

This transport document has one or more numbered pages

WILL
NOT ASSUME ANY
RESPONSIBILITY
FOR DAMAGES INCURRED
BETWEEN
THE TIME OF RECEPTION OF
THE
CARGO AT HAMBURG CFS
UNTIL
DELIVERY TO THE CONSIGNEE
AT
POD.
10 PACKAGES GROSS WEIGHT: 1112.800 KGS MEASUREMENT: 6.359 CBM
1 CARTON 8,000
HELICOPTER PARTS HS
CODE:88073000
HSCODE: 880730
1 CR 85,000
HELICOPTER PARTS HS
CODE:88073000
HSCODE: 880730
1 CARTON 5,800
HELICOPTER PARTS HS
CODE:88073000
HSCODE: 880730
1 CR 61,000
HELICOPTER PARTS HS CODE:
84833080, 39269097,
73182200, 88073000,
84833038
HSCODE: 848330
1 CR 104,000
HELICOPTER PARTS HS CODE:
88073000, 84833080
HSCODE: 880730
1 CR 182,000

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

HELICOPTER PARTS HS CODE:
88073000

HSCODE: 880730

1 CR 196,000

HELICOPTER PARTS HS CODE:
88073000

HSCODE: 880730

1 CR 218,000

HELICOPTER PARTS HS CODE:
40169300, 88073000

HSCODE: 401693

1 CR 187,000

HELICOPTER PARTS HS CODE:
40169300, 88073000

HSCODE: 401693

1 CR 66,000

HELICOPTER PARTS HS CODE:
88073000

HSCODE: 880730

2 PACKAGES GROSS WEIGHT: 664.000 KGS MEASUREMENT: 2.362 CBM

INTERMEDIATE PLATE

HEADPLATE,END PLATE

HS CODE:8421.99.0180

2 PKG =

THE PACKAGING IS NOT

TRANSPORT

RELATED PACKED. ACCORDING

TO

CHAPTER 11 / PARAGRAPH C

OF

THE SACO SHIPPING LINE LTD

B/L TERMS AND

CONDITIONS. THE CARRIER

WILL

NOT ASSUME ANY

RESPONSIBILITY

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

FOR DAMAGES INCURRES
BETWEEN
THE TIME OF RECEPTION OF
THE
CARGO AT HAMBURG CFS
UNTIL
DELIVERY TO THE CONSIGNEE
AT
POD.

1 CASE GROSS WEIGHT: 1430.000 KGS MEASUREMENT: 8.209 CBM

LAB ARRANGEMENT AND
EQUIPMENT

HS CODE 69149000

HSCODE: 691490

8 PACKAGES GROSS WEIGHT: 2159.700 KGS MEASUREMENT: 5.759 CBM

TOOLS AND
SPARE PARTS

HS CODE:

73269098,84807100,84879090

1 PALLET GROSS WEIGHT: 584.000 KGS MEASUREMENT: 0.653 CBM

S.T.C.

BUSH FOR HOUSING BOTTOM

HS CODE: 73182900

5 PACKAGES GROSS WEIGHT: 1453.000 KGS MEASUREMENT: 2.943 CBM

AGRICULTURE MACHINE PARTS

HS CODE:84369900

2 PALLETS GROSS WEIGHT: 89.000 KGS MEASUREMENT: 0.691 CBM

S.T.C.

HOLDER THROW IN MAT BLACK

COVER CAP THROW INMAT

HS CODE: 96061000

6 PACKAGES GROSS WEIGHT: 560.200 KGS MEASUREMENT: 3.155 CBM

S.T.C.

HOOD TIE CLIP

HS CODE: 87089997

24 PALLETS GROSS WEIGHT: 11459.000 KGS MEASUREMENT: 17.280 CBM

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

S.T.C.
 SPRINGS MADE OF STEEL
 HS: 73202081

MRSU8547602 40 DRY 9'6 60 PACKAGE 19857.700 KGS 48.458 CBM
 Shipper Seal : B199335

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

**MAERSK****NON-NEGOTIABLE WAYBILL**

SCAC MAEU

B/L No. 721625637

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.
721625637

Export references
609HAM1607FECH

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.

Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)

Vessel
GSL MARIA

Voyage No.
635W

Place of Receipt. Applicable only when document used as Multimodal Waybill
Hamburg

Port of Loading
Bremerhaven

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 60 PACKAGE

MRSU 854760-2 40/DRY 9'6
1 PALLET GROSS WEIGHT: 346.000 KGS MEASUREMENT: 1.047 CBM
FABRIC
AS PER INVOICE:9290003545
HS CODE: 590390, 441520,
481950
1 PKG =
THE PACKAGING IS NOT
TRANSPORT
RELATED PACKED. ACCORDING
TO
CHAPTER 11 / PARAGRAPH C
OF
THE SACO SHIPPING LINE LTD
B/L TERMS AND
CONDITIONS. THE CARRIER

Weight
19857.700 KGS

Measurement
48.458 CBM

COPY

Above particulars as declared by Shipper, but without responsibility of or representation by Carrier.

Freight & Charges

Rate

Unit

Currency

Prepaid

Collect

Carrier's Receipt. Total number of containers or
packages received by Carrier.

1 container

Place of Issue of Waybill
Hamburg

Shipped on Board Date (Local Time)
2026-09-06

Date Issue of Waybill
2026-09-06

Declared Value Charges (see clause 7.3 of the Maersk Bill of
Lading) for Declared Value of US\$

Shipped, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Carrier's Receipt"

Signed for the Carrier Maersk A/S

This transport document has one or more numbered pages

Maersk Deutschland A/S & Co.KG
As Agent(s)

WILL
NOT ASSUME ANY
RESPONSIBILITY
FOR DAMAGES INCURRED
BETWEEN
THE TIME OF RECEPTION OF
THE
CARGO AT HAMBURG CFS
UNTIL
DELIVERY TO THE CONSIGNEE
AT
POD.

10 PACKAGES GROSS WEIGHT: 1112.800 KGS MEASUREMENT: 6.359 CBM

1 CARTON 8,000

HELICOPTER PARTS HS

CODE:88073000

HSCODE: 880730

1 CR 85,000

HELICOPTER PARTS HS

CODE:88073000

HSCODE: 880730

1 CARTON 5,800

HELICOPTER PARTS HS

CODE:88073000

HSCODE: 880730

1 CR 61,000

HELICOPTER PARTS HS CODE:

84833080, 39269097,

73182200, 88073000,

84833038

HSCODE: 848330

1 CR 104,000

HELICOPTER PARTS HS CODE:

88073000, 84833080

HSCODE: 880730

Freight & Charges

Rate

Unit

Currency

Prepaid

Collect

1 CR 182,000
HELICOPTER PARTS HS CODE:
88073000
HSCODE: 880730
1 CR 196,000
HELICOPTER PARTS HS CODE:
88073000
HSCODE: 880730
1 CR 218,000
HELICOPTER PARTS HS CODE:
40169300, 88073000
HSCODE: 401693
1 CR 187,000
HELICOPTER PARTS HS CODE:
40169300, 88073000
HSCODE: 401693
1 CR 66,000
HELICOPTER PARTS HS CODE:
88073000
HSCODE: 880730
2 PACKAGES GROSS WEIGHT: 664.000 KGS MEASUREMENT: 2.362 CBM
INTERMEDIATE PLATE
HEADPLATE,END PLATE
HS CODE:8421.99.0180
2 PKG =
THE PACKAGING IS NOT
TRANSPORT
RELATED PACKED. ACCORDING
TO
CHAPTER 11 / PARAGRAPH C
OF
THE SACO SHIPPING LINE LTD
B/L TERMS AND
CONDITIONS. THE CARRIER
WILL

Freight & Charges

Rate

Unit

Currency

Prepaid

Collect

Manifest

Page: 1

Container-No.: MRSU8547602 40' HIGH CUBE CONTAINER Seal-No.: B199335

Vessel: SAC1971 / GSL MARIA

ETS:

Master-B/L.: 721625637

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
GCHAM260	DATWYLER SEALING TECHNOLOGIES MEXICO	1	PALLET	S.T.C. BUSH FOR HOUSING BOTTOM HS CODE: 73182900	584.000	0.653
GCHAM260	HPP SYSTEMS DE MEXICO S.A. DE C.V. KM 48 CARRETERA FEDERAL MEXICO PACHUCA, 55755 LOS REYES ACUZAC-TECAMAC MEX	2	PALLETS	S.T.C. HOLDER THROW IN MAT BLACK COVER CAP THROW INMAT HS CODE: 96061000	89.000	0.691
GCHAM260	VER285913 PELZER DE MEXICO, S.A. DE C.V.	6	PACKAGES	S.T.C. HOOD TIE CLIP HS CODE: 87089997	560.200	3.155

Manifest

Page: 2

Container-No.: MRSU8547602 40' HIGH CUBE CONTAINER Seal-No.: B199335

Vessel: SAC1971 / GSL MARIA

ETS:

Master-B/L.: 721625637

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285817	JOYSON SAFETY AUNDE MEXICO 1 PALLET / AUNDE MX	1	PALLET	FABRIC AS PER INVOICE:9290003545 HS CODE: 590390, 441520, 481950 1 PKG = THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE SACO SHIPPING LINE LTD B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.	346.000	1.047

Manifest

Page: 3

Container-No.: MRSU8547602 40' HIGH CUBE CONTAINER Seal-No.: B199335
 Vessel: SAC1971 / GSL MARIA
 ETS:
 Master-B/L.: 721625637

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285842	856891997 // 10531390	10	PACKAGES	1 CARTON 8,000 HELICOPTER PARTS HS CODE:88073000 **HSCODE: 880730**	1112.800	6.359
	856887853 // 10529914			1 CR 85,000 HELICOPTER PARTS HS CODE:88073000 **HSCODE: 880730**		
	856887874 // 10526466			1 CARTON 5,800 HELICOPTER PARTS HS CODE:88073000 **HSCODE: 880730**		
	856900341 // 10551794			1 CR 61,000 HELICOPTER PARTS HS CODE: 84833080, 39269097, 73182200, 88073000, 84833038 **HSCODE: 848330**		
	856891899 // 10550338			1 CR 104,000 HELICOPTER PARTS HS CODE: 88073000, 84833080 **HSCODE: 880730**		
	856891982 // 10550340			1 CR 182,000 HELICOPTER PARTS HS CODE: 88073000 **HSCODE: 880730**		
	856891982 // 10550341			1 CR 196,000 HELICOPTER PARTS HS CODE: 88073000 **HSCODE: 880730**		
	856866535 // 10548778			1 CR 218,000 HELICOPTER PARTS		
	856866535 // 10548779					

Manifest

Page: 4

Container-No.: MRSU8547602 40' HIGH CUBE CONTAINER Seal-No.: B199335

Vessel: SAC1971 / GSL MARIA

ETS:

Master-B/L.: 721625637

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
	856900616 // 10539356			HS CODE: 40169300, 88073000 **HSCODE: 401693** 1 CR 187,000 HELICOPTER PARTS HS CODE: 40169300, 88073000 **HSCODE: 401693** 1 CR 66,000 HELICOPTER PARTS HS CODE: 88073000 **HSCODE: 880730**		

Manifest

Page: 5

Container-No.: MRSU8547602 40' HIGH CUBE CONTAINER Seal-No.: B199335
Vessel: SAC1971 / GSL MARIA
ETS:
Master-B/L.: 721625637

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285845	Q32914 4505005379 82626171 DELIVERY TO: FEROTEX, S.A. DE C.V. 1903-600A NAUCALPAN ESTADO DE MEXICO	2	PACKAGES	INTERMEDIATE PLATE HEADPLATE,END PLATE HS CODE:8421.99.0180 2 PKG = THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE SACO SHIPPING LINE LTD B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.	664.000	2.362
VER285860	VER285860 DOEHLER MEXICO S.A. DE C.V. DELEGACION ALVARO OBREGON CIUDAD DE MEXICO PROJECT: 30014860-300-1	1	CASE	LAB ARRANGEMENT AND EQUIPMENT HS CODE 69149000 **HSCODE: 691490**	1430.000	8.209

Manifest

Page: 6

Container-No.: MRSU8547602 40' HIGH CUBE CONTAINER Seal-No.: B199335

Vessel: SAC1971 / GSL MARIA

ETS:

Master-B/L.: 721625637

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285880	8015175486 8015178939 HASCO QUERETARO VIA VERACRUZ - MX	8	PACKAGES	TOOLS AND SPARE PARTS HS CODE: 73269098,84807100,84	2159.700	5.759
VER285892	VER285892 Q70146+Q35819+Q JET	5	PACKAGES	AGRICULTURE MACHINE PARTS HS CODE:84369900	1453.000	2.943
VER285924	VER285924 BRAND PRECISION MEXICO	24	PALLETS	S.T.C. SPRINGS MADE OF STEEL HS: 73202081	11459.00	17.280

Total

**Quantity
60**

**Grossweight Measurement
19.857.700 48.458**

Shipper Böhmeler Drehteile GmbH Reutlinger Str. 23 75179 Pforzheim Germany		B/L No. GCHAM26080640	
Consigned to order of Datwyler Sealing Technologies Mexico S de RL de CV Ave Paseo las Colinas 602 Parq Ind- y de negocios Las Colinas 36270 Silao, MEX Mexico		 115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Notify Party and address Datwyler Sealing Technologies Mexico S de RL de CV Ave Paseo las Colinas 602 Parq Ind- y de negocios Las Colinas 36270 Silao, MEX Mexico			
Ocean Vessel GSL MARIA	Voyage No. SAC1971	Port of Loading Bremerhaven	Place of Acceptance Pforzheim
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos. DATWYLER SEALING TECHNOLOGIES Mexico		Quantity and description of goods 1 Pallet(s) S.T.C. Bush for Housing Bottom HS Code: 73182900	Gross weight, kg Measurement, m ³ 584kg

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-SEP-04
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 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 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 Saxonia-Franke GmbH & Co. KG Kuhnbergstr. 11 73037 Göppingen Germany		B/L No. GCHAM26080668	
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			
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		115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Ocean Vessel	Voyage No.	Port of Loading	Place of Acceptance
MAERSK DANUBE	SAC2136	Bremerhaven	Hamburg
Port of Discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
Veracruz	Veracruz	Veracruz	E / Express B/L
Marks and Nos.		Quantity and description of goods	
HPP Systems de Mexico S.A. de C.V. Km 48 Carretera Federal Mexico Pachuca, 55755 Los Reyes Acozac-Tecamac, MEX		2 Pallet(s) S.T.C. Holder Throw In Mat black Cover Cap Throw In Mat HS Code: 96061000	
		Gross weight, kg	Measurement, m ³
		89kg	
SEAWAYBILL non negotiable			
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-SEP-11	
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 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 pb elektro vertriebs-gmbh Gewerbepark Gräsig 62 64711 Erbach Germany		B/L No. GCHAM26080670	
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	Voyage No.	Port of Loading	Place of Acceptance
MAERSK DANUBE	SAC2136	Bremerhaven	Hamburg
Port of Discharge	Place of Delivery	Freight payable	Number of original Bills of Lading
Veracruz	Veracruz	Veracruz	E / Express B/L
Marks and Nos.		Quantity and description of goods	Gross weight, kg Measurement, m ³
Pelzer de Mexico, S.A. de C.V.		6 Package(s) S.T.C. Hood tie clip HS Code: 87089997	560, 2kg

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-SEP-11	
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:

- (a) use any means of transport (water, land and/or air) or storage whatsoever;
- (b) transship or carry the Goods on another vessel or by conveyance or by any other means of transport than that named on page two overleaf;
- (c) 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;
- (d) 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;
- (e) 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;
- (f) 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**

- (1) 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.
- (2) 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**

- (1) 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.
- (2) 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:
- (a) 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;
- (b) without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
- (3) 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.
- (4) 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

- (a) act or neglect of the Merchant.
- (b) compliance with the instructions of the person(s) entitled to give them.
- (c) 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.
- (d) handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant.
- (e) inherent vice of the Goods.
- (f) insufficiency or inadequacy of marks or numbers on the Goods, covering, or unit loads.
- (g) strikes or lock-outs or stoppages or restraints of labour from whatever cause whether partial or general.
- (h) nuclear incident.
- (i) 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.
- (j) fire, unless caused by the actual fault or privity of the Carrier.
- (k) act and instructions of governments, of prince and rulers, act of god, force majeure or authorities (including customs authorities) performing their duties.
- (l) independent subcontractors not appointed by or in the direct services of the Carrier.
- (m) any cause or event which the Carrier could not avoid and the consequence whereof it could not prevent by the exercise of reasonable diligence.
- (3) Where under Clause 11 (2) the Carrier is not under any liability in respect of some of the factors causing the loss or damage, it shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage.
- (4) It shall be presumed that a damage which under the circumstances of the case could be attributed to the causes or events specified in Clause 11 (2) were caused by these causes or events. The Merchant shall however be entitled to prove that the loss or damage was not in fact caused either wholly or partly by one or more of these causes or events.

12. **Limits of Liability**

- (1) 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.
- (2) 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.
- (3) 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.
- (4) 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.
- (5) 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**

- (1) 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.
- (2) 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.
- (3) 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).
- (4) If the place of receipt or place of delivery is not named on page two overleaf
- (a) 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;
- (b) if the place of delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises subsequent to discharge from the vessel.
- (5) 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**

- (1) 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.
- (2) 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.**

- (1) 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.
- (2) 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.
- (3) 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**

- (1) 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:
- (a) negligent loading, packing or stowing of the Container;
- (b) the contents being unsuitable for carriage in Container; or
- (c) the unsuitability or defective condition of the Container unless the Container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the Container was filled, packed or stowed.
- (2) The Carrier does not accept liability for damage due to the unsuitability or defective condition of any equipment supplied by the Merchant.
- (3) Containers supplied by or on behalf of the Carrier shall be returned to the Carrier with interiors clean, odour free to the point or place designated by the Carrier and in the same order and condition as handed over to the Merchant at the port of loading or any other inland destination and within the time prescribed in the Carrier's tariff or elsewhere. Should a Container not be returned in such manner the Merchant shall be liable for any detention, loss or expense incurred as a result thereof.
- (4) Containers released into the care of the Merchant for packing, unpacking or any other purpose whatsoever are at the sole risk of the Merchant until redelivered to the Carrier. The Merchant shall indemnify the Carrier for all loss of and/or damage and/or delay to such Containers. Merchants are deemed to be aware of the dimensions and capacity of any Containers released to them.

19. **Dangerous Goods**

- (1) 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.
- (2) 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.
- (3) 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.
- (4) Any hazardous cargo to be clearly marked with an asterisk on page two overleaf.

20. **Freight and Charges**

- (1) The freight payable hereunder has been calculated and based on particulars of the Goods furnished by or on behalf of the Merchant. The Carrier shall be entitled at any time to reweigh, remeasure or revalue the Goods and for this purpose to open and remove and examine the contents of any Container(s) and if the particulars furnished are found to be incorrect, the freight shall be adjusted accordingly with a surcharge of 30% of the adjusted freight and the Merchant shall also pay any expenses incurred by the Carrier in checking the said particulars.
- (2) Freight shall be deemed completely earned on receipt of the Goods by the Carrier and 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.
- (3) Charges and/or expenses and/or claims, fines, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach by Merchant of any of the terms and provisions of this Bill of Lading or of any statutory or regulatory requirement or to be paid by the Merchant as agreed and/or under the conditions of this Bill of Lading and/or under the statutory law are payable on demand shall be considered definitely payable in like manner as soon as the charges/expenses have been incurred.
- (4) Merchants shall be jointly and severally liable to Carrier for freight, charges, expenses, demurrage, detention, advances and any and all costs and expenses incurred by the Carrier in connection with the carriage of the Goods 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**

- (1) 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.
- (2) 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**

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

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

B/L No.
VER285817



SACO SHIPPING LINE LTD

SACO SHIPPING LINE LIMITED

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

6/09/HAM/160727

Copy

Consigned to order of

AIRMAR TRANSPORTES INTERNACIONALES,
SA DE CV,RFC:AT19307029F8
NORTE 174,NO. 549,COL. PENSADOR
MEXICANO, VENUSTIANO CARRANZA,C.P.
15510.CIUDAD DE MEXICO, MEXICO
MAYRA MUNOZ TRAFICO.MTY@AIRMAR.COM.MX
TEL.52 55 1999 9000

Notify Party and address

AIRMAR TRANSPORTES INTERNACIONALES,
SA DE CV,RFC:AT19307029F8
NORTE 174,NO. 549,COL. PENSADOR
MEXICANO, VENUSTIANO CARRANZA,C.P.
15510.CIUDAD DE MEXICO, MEXICO
MAYRA MUNOZ TRAFICO.MTY@AIRMAR.COM.MX
TEL.52 55 1999 9000

Place of receipt
HAMBURG FS

Ocean vessel
GSL MARIA 635W

Port of loading
BREMERHAVEN

Port of discharge
VERACRUZ

Place of delivery
VERACRUZ CFS

Freight payable
VERACRUZ

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

CARGO DETAILS AS PER ATTACHED STATEMENT

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 06.09.2026

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



Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
JOYSON SAFETY AUNDE MEXICO 1 PALLET / AUNDE MX	1 PALLET	FABRIC AS PER INVOICE:9290003545 HS CODE: 590390, 441520, 481950 1 PKG = THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE SACO SHIPPING LINE LTD B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.		346,000	1,047
STOWED INTO CONTAINER NO.: MRSU8547602				SEAL : B199335	
TOTAL	1 PALLET			346,000 KGS	1,047 CBM

Shipper

CEVA AIR & OCEAN GERMANY GMBH
AS AGENTS FOR PYRAMID LINES SINGAPORE
PTE. LTD SUEDELLER MODUL G-2,
MUNICH BY 85356 GERMANY
EORI+DE2001373

B/L No.
VER285842



SACO SHIPPING LINE LTD

Consigned to order of

CEVA A&O MEXICO SA DE CV
AS AGENTS FOR PYRAMID LINES SINGAPORE
PTE. LTD. AV. INSURGENTES SUR 1079 PISO
22 23 BENITO JUAREZ
CIUDAD DE MEXICO CMX 03720 MEXICO
RFC+SME980702916

Notify Party and address

CEVA A&O MEXICO SA DE CV
AS AGENTS FOR PYRAMID LINES SINGAPORE
PTE. LTD. AV. INSURGENTES SUR 1079 PISO
22 23 BENITO JUAREZ
CIUDAD DE MEXICO CMX 03720 MEXICO
RFC+SME980702916

SACO SHIPPING LINE LIMITED

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

ALL COSTS, CHARGES,
LIABILITIES AND DELAYS
RESULTING FROM EMERGENCY
QUARANTINE FOR WOOD AND
WOODEN PACKAGING OR FROM
INSUFFICIENT OR IMPROPER
LABELLING OF NON-WOODEN
PACKAGING ARE FOR
CUSTOMER'S ACCOUNT

6/09/HAM/160737

Copy

		Place of receipt			
		HAMBURG, GERMANY CFS			
Ocean vessel	Port of loading				
GSL MARIA 635W	BREMERHAVEN, 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

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 06.09.2026

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

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
856891997 // 10531390	10 PACKAGES	1 CARTON 8,000 HELICOPTER PARTS HS CODE:88073000 **HSCODE: 880730**		1112,800	6,359
856887853 // 10529914		1 CR 85,000 HELICOPTER PARTS HS CODE:88073000 **HSCODE: 880730**			
856887874 // 10526466		1 CARTON 5,800 HELICOPTER PARTS HS CODE:88073000 **HSCODE: 880730**			
856900341 // 10551794		1 CR 61,000 HELICOPTER PARTS HS CODE: 84833080, 39269097, 73182200, 88073000, 84833038 **HSCODE: 848330**			
856891899 // 10550338		1 CR 104,000 HELICOPTER PARTS HS CODE: 88073000, 84833080 **HSCODE: 880730**			
856891982 // 10550340		1 CR 182,000 HELICOPTER PARTS HS CODE: 88073000 **HSCODE: 880730**			
856891982 // 10550341		1 CR 196,000 HELICOPTER PARTS HS CODE: 88073000 **HSCODE: 880730**			
856866535 // 10548778		1 CR 218,000 HELICOPTER PARTS HS CODE: 40169300, 88073000 **HSCODE: 401693**			
856866535 // 10548779		1 CR 187,000 HELICOPTER PARTS HS CODE: 40169300, 88073000 **HSCODE: 401693**			
856900616 // 10539356		1 CR 66,000 HELICOPTER PARTS HS CODE: 88073000 **HSCODE: 880730**			
STOWED INTO CONTAINER NO.: MRSU8547602				SEAL : B199335	
TOTAL		10 PACKAGES		1112,800 KGS	6,359 CBM

Shipper
M&M AIR SEA CARGO GMBH
WENDENSTR. 6

20097 HAMBURG

B/L No.
VER285849



SACO SHIPPING LINE LTD

Consigned to order of
SCHOTT Y CIA., S.C.
ZAMORA 1175, COL. CENTRO,
VERACRUZ, VER. C.P. 91700
TEL. 229 178 0900 RFC: ???
MS. YAHAIRA ROSALES.
YROSALES@SCHOTTCIA.COM.MX

Notify Party and address
GREEN WORLDWIDE SHIPPING, LLC
575 FOREST PKWY, SUITE A
US ATLANTA GA 30349
+1 678 433 6550
KELLEY.KEE@GREENWORLDWIDE.COM

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

6/09/HAM/160741

Copy

		Place of receipt HAMBURG CFS		
Ocean vessel GSL MARIA 635W			Port of loading BREMERHAVEN	
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.

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 06.09.2026

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



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
Q32914 4505005379 82626171 DELIVERY TO: FEROTEX, S.A. DE C.V. 1903-600A NAUCALPAN ESTADO DE MEXICO	2 PACKAGES	INTERMEDIATE PLATE HEADPLATE,END PLATE HS CODE:8421.99.0180 2 PKG = THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE SACO SHIPPING LINE LTD B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.		664,000	2,362
STOWED INTO CONTAINER NO.: MRSU8547602				SEAL : B199335	
TOTAL	2 PACKAGES			664,000 KGS	2,362 CBM

Shipper

CEVA AIR & OCEAN GERMANY GMBH
AS AGENTS FOR PYRAMID LINES SINGAPORE
PTE. LTD INNOVATIONSPARK VS - GEB.
C.,PETERZELLER STR. 8
VILLINGEN-SCHWENNINGEN BW 78048 GERMANY
EORI+DE2001373

B/L No.
VER285860



SACO SHIPPING LINE LTD

Consigned to order of

CEVA A&O MEXICO SA DE CV
AS AGENTS FOR PYRAMID LINES SINGAPORE
PTE. LTD. AV. INSURGENTES SUR 1079 PISO
22 23 BENITO JUAREZ
CIUDAD DE MEXICO CMX 03720 MEXICO
RFC+SME980702916

Notify Party and address

CEVA A&O MEXICO SA DE CV
AS AGENTS FOR PYRAMID LINES SINGAPORE
PTE. LTD. AV. INSURGENTES SUR 1079 PISO
22 23 BENITO JUAREZ
CIUDAD DE MEXICO CMX 03720 MEXICO

SACO SHIPPING LINE LIMITED

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

ALL COSTS, CHARGES,
LIABILITIES AND DELAYS
RESULTING FROM EMERGENCY
QUARANTINE FOR WOOD AND
WOODEN PACKAGING OR FROM
INSUFFICIENT OR IMPROPER
LABELLING OF NON-WOODEN
PACKAGING ARE FOR
CUSTOMER'S ACCOUNT

6/09/HAM/160748

Copy

		Place of receipt WANGEN IM ALLGAEU	
Ocean vessel GSL MARIA 635W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. VER285860 DOEHLER MEXICO S.A. DE C.V. DELEGACION ALVARO OBREGON CIUDAD DE MEXICO PROJECT: 30014860-300-1 STOWED INTO CONTAINER NO.: MRSU8547602	Quantity of Goods 1 CASE	Description of Goods LAB ARRANGEMENT AND EQUIPMENT HS CODE 69149000 **HSCODE: 691490**	Said to contain Gross weight, kg. 1430,000 Measurement, m ³ 8,209

SEAL : B199335

TOTAL 1 CASE 1430,000 KGS 8,209 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 06.09.2026

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



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

B/L No.
VER285880



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

6/09/HAM/160759

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel GSL MARIA 635W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS		Freight payable FREIGHT PREPAID
		Number of original Bills of Lading 0/ZERO	
Marks and Nos. 8015175486 8015178939 HASCO QUERETARO VIA VERACRUZ - MX STOWED INTO CONTAINER NO.: MRSU8547602	Quantity of Goods 8 PACKAGES	Description of Goods TOOLS AND SPARE PARTS HS CODE: 73269098,84807100,84879090	Said to contain Gross weight, kg. 2159,700 Measurement, m ³ 5,759
		SEAL : B199335	

TOTAL **8 PACKAGES** **2159,700 KGS** **5,759 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.

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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 06.09.2026

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

B/L No.
VER285892



SACO SHIPPING LINE LTD

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

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

ALL COSTS, CHARGES,
LIABILITIES AND DELAYS
RESULTING FROM EMERGENCY
QUARANTINE FOR WOOD AND
WOODEN PACKAGING OR FROM
INSUFFICIENT OR IMPROPER
LABELLING OF NON-WOODEN
PACKAGING ARE FOR
CUSTOMER'S ACCOUNT

6/09/HAM/160764

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel GSL MARIA 635W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. VER285892 Q70146+Q35819+Q25317+Q 45322+Q70115/82647177+ 7142 JET STOWED INTO CONTAINER NO.: MRSU8547602	Quantity of Goods 5 PACKAGES	Description of Goods AGRICULTURE MACHINE PARTS HS CODE:84369900	Said to contain Gross weight, kg. 1453,000 Measurement, m ³ 2,943

SEAL : B199335

TOTAL **5 PACKAGES** **1453,000 KGS** **2,943 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 06.09.2026

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

FIVE STAR GLOBAL LOGISTICS GMBH
NIENDORFER STRASSE 170
22848 NORDERSTEDT
GERMANY
DE165917795

B/L No.
VER285924



SACO SHIPPING LINE LTD

Consigned to order of

FS HAMBURGO GLOBAL CARGA SAPI DE CV
AV. INSURGENTES SUR 863 PISO 7
OFNA. 718 COL. NAPOLES
03810 CD. DE MEXICO
TAX ID: BAM2106075G9

Notify Party and address

FS HAMBURGO GLOBAL CARGA SAPI DE CV
AV. INSURGENTES SUR 863 PISO 7
OFNA. 718 COL. NAPOLES
03810 CD. DE MEXICO
TAX ID: BAM2106075G9

SACO SHIPPING LINE LIMITED

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

ALL COSTS, CHARGES,
LIABILITIES AND DELAYS
RESULTING FROM EMERGENCY
QUARANTINE FOR WOOD AND
WOODEN PACKAGING OR FROM
INSUFFICIENT OR IMPROPER
LABELLING OF NON-WOODEN
PACKAGING ARE FOR
CUSTOMER'S ACCOUNT

6/09/HAM/160770

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel GSL MARIA 635W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ		Place of delivery VERACRUZ CFS	
		Freight payable VERACRUZ	
		Number of original Bills of Lading 0/ZERO	
Marks and Nos. VER285924 BRAND PRECISION MEXICO	Quantity of Goods 24 PALLETS	Description of Goods S.T.C. SPRINGS MADE OF STEEL HS: 73202081	Said to contain Gross weight, kg. 11459,000 Measurement, m ³ 17,280

STOWED INTO CONTAINER NO.: MRSU8547602

SEAL : B199335

TOTAL 24 PALLETS 11459,000 KGS 17,280 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 06.09.2026

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Wollkämmerstraße 1
21107 Hamburg
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