

Ships Bag for MB/L 721639025

Container: TRHU7670868	1
PL SHEET TRHU 767 086 8.pdf	1
00346 MANIFEST 0950885.pdf	2
document.pdf	4
HB/L: 500346009662	7
TYP: Externes B/L	7
'HB L unrated 260914986705.pdf'	7
HB/L: GCHAM26080671	8
TYP: Externes B/L	8
VER285915 HBL 178.pdf	8
HB/L: NL-000034959	10
TYP: Externes B/L	10
'HB L unrated NL 000034959.pdf'	10
HB/L: NL-000035825	12
TYP: Externes B/L	12
'HB L unrated NL 000035825.pdf'	12
HB/L: SACOPHAM30576	14
TYP: Externes B/L	14
'HB L unrated SACOPHAM30576.pdf'	14
HB/L: VER285777	15
TYP: B/L	15
SACO Shipping Line Ltd. B/L VER285777 VER28577	15
HB/L: VER285905	17
TYP: B/L	17
SACO Shipping Line Ltd. B/L VER285905 VER28590	17
HB/L: VER285908	19
TYP: B/L	19
SACO Shipping Line Ltd. B/L VER285908 VER28590	19
HB/L: VER285928	20
TYP: B/L	20
SACO Shipping Line Ltd. B/L VER285928 VER28592	20

HB/L: VER285931	21
TYP: B/L	21
SACO Shipping Line Ltd. B/L VER285931 VER28593	21
HB/L: VER285980	22
TYP: B/L	22
SACO Shipping Line Ltd. B/L VER285980 VER28598	22
TYP: Quotes	23
VER285980 QUO 5.pdf	23

amended on: 12.08.2026 by ECH

Mexico PL-Sheet 2026

valid from August 1st 2026

SACO Ref.:
6/09/HAM/1633

Vessel:
Maersk Danube

Port:
Veracruz

ETA:
30.09.2026

Container:
TRHU 767 086-8



B/L	COLLECT	incl.Special charges	Doc fee	Unstuffing	Admin Fee	Transm.Fee	Port Transf	On Carriage	0,00 USD	Quote No.:
NL-000034959			50,00	49,56				DAP Jalisco	227,75	tarif
500346009662	319,07									
SACOPHAM30576	239,85									
GCHAM26080671	188,27									
GCHAM26080671	650,84	Disbursements								
VER285928	188,83									
VER285931	171,36									
VER285980			50,00	445,68				DAP Queretaro	1408,35	IMPO-101709
	1758,22		100,00	495,24	0,00	0,00	0,00		1636,10	

COLLECT FREIGHT TOTAL

RELEASE FEE

UNSTUFFING

ADMIN FEE

TRANSMISSION FEE

CREDIT FOR ON CARRIAGE

PORT TRANSFER

1.758,22 USD

100,00 USD

495,24 USD

0,00 USD

0,00 USD

1.636,10 USD

0,00 USD

1.758,22 USD

debit to InterTEAM

2.231,34 USD

credit to InterTEAM

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

date 01.10.23

FRT:

54,920

1.318,08 USD

1.318,08 USD

debit to InterTEAM

Hartrodt Kickback USD 4,50 w/m

FRT:

3,372

0,00 USD

10,12 USD

debit to InterTEAM

Quick Cargo Kickback USD 3,- w/m

FRT:

0,00 USD

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

FRT:

0,00 USD

Linkin / Europartner/XPD Kickback USD 2 w/m

FRT:

0,00 USD

DHL compensation VER canceled 2026

FRT:

DHL compensation ALM canceled 2026

FRT:

K&N compensation canceled 2026

FRT:

Ceva compensation canceled 2026

FRT:

0,00 USD

0,00 USD

credit to InterTEAM

TOTAL AMOUNT

855,08 USD

CREDIT OR DEBIT TO INTERTEAM

Agreed special PLC :

SHIPPER	Consignee	Doc fee	Unstuffing	Admin	Transmiss.	Port Transfer
Würth	Knipping/Globaltranz	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			

Manifest

Page: 1

Container-No.: TRHU7670868 40' HIGH CUBE CONTAINER Seal-No.: B199359

Vessel: SAC2136 / MAERSK DANUBE

ETS:

Master-B/L.: 721639025

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
500346009	FROM ROOTS CA INV NO : 1122600236 ST PRIVATE LT D,INDIA TO M/ S BTT Solutio N MEX BARCODE LABEL 4565151-2-1 TO -2-2	2	PALLETS	02 PALLETS (02 PALLETS CONTAINING 24 CARTONS 732 TO 733) PARTS OF AUTOMOBILE MADE OF ALUMINIUM H.S.CODE: 87089900 INV NO : 1122600236 DT : 26.06.2026 NET WT : 148.262 KGS HBL 120826001166 FREIGHT PAYABLE AT DESTINATION SHIP AND OR CARGO LOST OR NOT LOST	327.002	1.888
GCHAM260	DATWYLER SEALING TECHNOLOGIES MEXICO	4	PALLETS	CLAMPING RING HS CODE: 87084099	772.000	3.362
NL-0000345	NL-000034959 **DAP 44380 GUADALAJARA,	1	PALLET	ROASTED AND GROUND COFFEE HS CODE: 09012120	465.000	1.770
NL-0000354	S/N: HBL:NL-000035825 NL-000035825	5	PALLETS	FLASH BEER COOLER HS CODE: 350691, 391732	624.000	7.400
SACOPHA1	SACOPHAM30576 CZA279725 VERACRUZ, MEXICO	2	BOXES	CLUTCH HS CODE: 870893	407.200	1.170
VER285777	8000003594	11	PACKAGES	MEDICAL EQUIPMENT HS CODE: 94054210, 73181900, 85369010	990.060	14.269

Manifest

Page: 2

Container-No.: TRHU7670868 40' HIGH CUBE CONTAINER Seal-No.: B199359

Vessel: SAC2136 / MAERSK DANUBE

ETS:

Master-B/L.: 721639025

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285905	VER285905 KACO 89292, 89293 VERACRUZ SEAPORT	2	PACKAGES	AXIA MECHANICAL SEALS **HSCODE: 84842000**	491.000	1.300
VER285908	VER285908 94731 94733, 94734 DELIVERY TO: JUAN CARLOS GRANANDOS GARCIA 1903-600A NAUCALPAN ESTADO DE MEXICO	1	PACKAGE	STARCLEAN CONVEYOR BELT CLEANING SYSTEMS HS COD: 84313900	297.000	1.024
VER285928	VER285928 THE VALSPAR CORP. ALLTUB MEXICO MX	3	PALLETS	PAINTS AND VARNISHES AS PERCOMMERCIAL INVOICE: 4714356, 4714355 HS-CODE: 320910	1508.630	3.372
VER285931	VER285931 74176013 KUO MOTOR, S.A. DE C.V. 26/05850	3	PACKAGES	GASKETS HS CODE: 848490	552.000	3.060
VER285980	VER285980 TMD FRICTION MEXI CO SBU CV FRACC. IND. BENIT O JUAREZ ACCESO II NO. 50 76120 QUERETARO MEXIKO	28	PALLETS	AUTOMOTIVE PARTS HS CODE: 902990	16305.00	15.917

Total**Quantity
62****Grossweight Measurement
22.738.892 54.532**

 MAERSK		NON-NEGOTIABLE WAYBILL		SCAC MAEU
				B/L No. 721639025
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. 721639025		
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 609HAM1633BECH		
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 MAERSK DANUBE	Voyage No. 636W	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 62 PACKAGE TRHU 767086-8 40/DRY 9'6 5 PALLETS GROSS WEIGHT: 624.000 KGS MEASUREMENT: 7.400 CBM FLASH BEER COOLER HS CODE: 350691, 391732 1 PALLET GROSS WEIGHT: 465.000 KGS MEASUREMENT: 1.770 CBM ROASTED AND GROUND COFFEE HS CODE: 09012120 2 PALLETS GROSS WEIGHT: 327.002 KGS MEASUREMENT: 1.888 CBM 02 PALLETS (02 PALLETS CONTAINING 24 CARTONS 732 TO 733) PARTS OF AUTOMOBILE MADE OF ALUMINIUM H.S.CODE: 87089900 INV NO : 1122600236 DT : 26.06.2026	Weight 22738.892 KGS	Measurement 54.532 CBM
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Below freight details will not be part of Original Bill of Lading unless requested by customer
 Above particulars as declared by Shipper, but without responsibility of or representation by Carrier.

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name Basic Ocean Freight Container Protect Essential Documentation fee - Destination		Prepaid/Collect Prepaid Collect Collect	Invoice Party SACO SHIPPING GMBH	Customer Code 11314343	Collection Business Unit Maersk Deutschland (Hamburg)	
Carrier's Receipt. Total number of containers or packages received by Carrier. 1 container		Place of Issue of Waybill Mumbai		Shipped, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Carrier's Receipt"		
Shipped on Board Date (Local Time)		Date Issue of Waybill				
Declared Value Charges (see clause 7.3 of the Maersk Bill of Lading) for Declared Value of US\$						
Signed for the Carrier Maersk A/S						
This transport document has one or more numbered pages						

As Agent(s)

NET WT : 148.262 KGS
 HBL 120826001166
 FREIGHT PAYABLE AT
 DESTINATION SHIP
 AND OR CARGO LOST OR NOT
 LOST
 11 PACKAGES GROSS WEIGHT: 990.060 KGS MEASUREMENT: 14.269 CBM
 MEDICAL EQUIPMENT
 HS CODE: 94054210,
 73181900, 85369010
 2 BOXES GROSS WEIGHT: 407.200 KGS MEASUREMENT: 1.170 CBM
 CLUTCH
 HS CODE: 870893
 2 PACKAGES GROSS WEIGHT: 491.000 KGS MEASUREMENT: 1.300 CBM
 AXIA MECHANICAL SEALS
 HSCODE: 84842000
 1 PACKAGE GROSS WEIGHT: 297.000 KGS MEASUREMENT: 1.024 CBM
 STARCLEAR CONVEYOR BELT
 CLEANING SYSTEMS
 HS COD: 84313900
 4 PALLETS GROSS WEIGHT: 772.000 KGS MEASUREMENT: 3.362 CBM
 CLAMPING RING
 HS CODE: 87084099
 3 PALLETS GROSS WEIGHT: 1508.630 KGS MEASUREMENT: 3.372 CBM
 PAINTS AND VARNISHES
 AS PERCOMMERCIAL INVOICE:
 4714356, 4714355
 HS-CODE: 320910
 3 PACKAGES GROSS WEIGHT: 552.000 KGS MEASUREMENT: 3.060 CBM
 GASKETS
 HS CODE: 848490
 28 PALLETS GROSS WEIGHT: 16305.000 KGS MEASUREMENT: 15.917 CBM
 AUTOMOTIVE PARTS
 HS CODE: 902990

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

TRHU7670868 40 DRY 9'6 62 PACKAGE 22738.892 KGS 54.532 CBM

Shipper Seal : B199359

The Merchant(s) warrant and represent that this shipment and/or Goods will comply at all times with European Union, United States and United Nations sanctions and/or export control laws (Sanctions Laws), and that this shipment and/or Goods do not involve, whether directly or indirectly, any entity or person identified, or owned or controlled by any such entity or person identified, on the U.S. Treasury Departments Office of Foreign Asset Control (OFAC) list of Specially Designated Nationals and Blocked Persons, or any other similar list maintained by the European Union, or as promulgated by the United Nations Security Council (Designated Person). If, in the Carriers reasonable opinion, this shipment and/or Goods are in violation of the Carriers policy on Russia [<https://www.maersk.com/news/articles/2022/02/24/russia-ukraine-situation-update>], Sanctions Laws or involves any Designated Person, the shipment and/or Goods will be returned to the origin at Carriers sole and unfettered discretion, and the Merchant(s) shall indemnify and hold harmless the Carrier, its servants and agents, for any breach of this clause. The Merchant(s) agree that the Carrier may stop the shipment and/or Goods in transit or withhold release of the shipment and/or Goods pending any investigation into compliance with this clause by the Merchant(s).

SHIPPER'S LOAD, STOW, WEIGHT AND COUNT

FREIGHT PREPAID

SD/CY

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

Draft Bill of Lading



Teamglobal Logistics Pvt. Ltd

Reflections building, No.2, Leith Castle Center Street, Santhome High
Road, Chennai - 600 028
CIN - U63090MH2005PTC152812

MTD Bill Of Lading NOT NEGOTIABLE UNLESS CONSIGNED 'TO ORDER'

Consignor / Shipper

FREIGHT SYSTEMS (INDIA) PVT. LTD.
OLYMPIA CYBERSPACE, 5TH FLOOR,
NO. 21/22, ALANDUR ROAD ARULAYIAMMANPET,
2N STREET,
GUINDY, CHENNAI 600 032 PH:99400 67430

Consignee (If 'To Order' as indicate)

FS HAMBURGO GLOBAL CARGA S.A.P.I. DE C.V.
AV. INSURGENTES SUR 863 PISO 7 OFNA. 738, COL.
NÁPOLES 03810 CD. DE MÉXICO MEXICO
PH:52 56 1019 0152 PH: 52 56 1019 0152

MTD No.: 500346009662

Notify Address (NO CLAIM SHALL ATTACH FOR FAILURE TO NOTIFY)

FS HAMBURGO GLOBAL CARGA S.A.P.I. DE C.V.
AV. INSURGENTES SUR 863 PISO 7 OFNA. 738, COL.
NÁPOLES 03810 CD. DE MÉXICO
MEXICO PH:52 56 1019 0152

Place of Acceptance

KATTUPALLI-INDIA

Port of Loading

CHENNAI

Port of Discharge

VERACRUZ-MEXICO

Place of Delivery

VERACRUZ-MEXICO,
VERACRUZ-MEXICO

Vessel & Voyage No.

MOGRAL

112W

By accepting this Bill of Lading, shipper accepts and abides by all the terms, conditions and clauses printed and stamped on the face and reverse side of this Bill of Lading.

For freight prepaid Bill of Lading, delivery of cargo is subject to receipt of funds towards the freight, delays in receiving of funds will lead to holding of cargo delivery and Demurrage/Detention charges at Port of discharge/final destination will be payable by the consignee as per carriers tariff prior to delivery.

For Freight collect Bill of Lading, the shipper accepts his responsibility towards the carrier for payment of freight(in case of freight collect shipments)and all accrued Government duties/taxes, reshipment or disposal costs(as the case may be) if the consignee fails to take delivery of cargo within 90 days from the date of arrival of cargo at destination.

All Additional costs towards repacking, customs hold, examinations by various authorities, discrepancies in weight at origin, in transit and at destination will have to be paid by the cargo interests at actuals prior to delivery of the goods.

Container No. (s)	Mark and No.(s)	Number and kind of packages; description of goods.Said to contain	Gross weight(kg)	Volume(cbm)
TIU6389764 40' HIGHCUBE A/Seal No: 1558680 C/Seal No: KVRS141026	FROM ROOTS CAST PRIVATE LTD,INDIA TO M/S BTT SOLUTION MEX	2 PALLET(S) 02 PALLETS (02 PALLETS CONTAINING 24 CARTONS 732 TO 733) PARTS OF AUTOMOBILE MADE OF ALUMINIUM H.S.CODE: 87089900 INV NO : 1122600236 DT : 26.06.2026 NET WT : 148.262 KGS HBL 120826001166	327.002	1.888
Shipping Bill Details : 4565151 29-JUN-26		FREIGHT PAYABLE AT DESTINATION SHIP AND OR CARGO LOST OR NOT LOST	ALL LOCAL CHARGES LIKE LCL SERVICE CHARGES QUAY DUES, PIER DUES, CONGESTION SURCHARGE, THC DELIVERY ORDER FEE AND IISF, ISPS GSC CHARGES ARE FOR ACCOUNT OF CONSIGNEE	

Particulars above furnished by consignor / consignee

Delivery Agent : INTERTEAM S A DE C V (MEXICO) COLIMA 114-201 COL. ROMA C.P 06700 MEX CITY PH:52-5555-149897 FAX:5255 52087989	Freight Amount	Number of Original MTD (s)	Place and date of Issue
	Freight Payable at DESTINATION	0	CHENNAI / 07-Jul-26
Taken in charge in apparently good condition herein at the place of receipt or transport and delivery as mentioned above, unless otherwise stated. The MTO in accordance with provisions contained in the MTD undertakes to perform or to procure the performance of the multimodal transport from the place at which the goods are taken in charge, to the place designated for delivery and assumes responsibility for such transport. One of the MTD(s) must be surrendered, duly endorsed in exchange for the goods. In witness where of the original MTD all of this tenor and date have been signed in the number indicated below one of which being accomplished the other(s) to be void.		FOR TEAMGLOBAL LOGISTICS PVT LTD, 2026-07-07 00:00:00 As Carrier, (Authorised Signatory)	

Weight and measurement of container not to be included (TERMS CONTINUED ON BACK HEREOF)

Shipper Ennovi Energy & Power Solutions Czech republic S.r.o. Za Pazdernou 1531 39701 Pisek Czechia		B/L No. GCHAM26080671	
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	Voyage No.	Port of Loading	Place of Acceptance
MAERSK DANUBE	SAC2136	Bremerhaven	Pisek
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
DATWYLER SEALING TECHNOLOGIES Mexico		4 Pallet(s) S.T.C. Clamping ring	772kg
		HS Code: 87084099	

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 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 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**

- (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.



BILL OF LADING



SHIPPER / EXPORTER (COMPLETE NAME AND ADDRESS) Jose Paiewonsky E Hijos SRL Santo Domingo, REPÚBLICA DOMINICANA 105000182 809 575-1512		BOOKING NO	BILL OF LADING N° NL-000034959	
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) LEXLY SUSANA CALVILTO GONZALE Alvaro Obregon 1089, Col. La Penal, CP. 44380., Guadalajara, Jalisco, México 523111450608 52 3227280323 amaya.gonzalez.fer@gmail.com		EXPORT REFERENCES		
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) AGENCIA ADUANAL INTERNACIONAL DE OCCIDENTE SC Alvaro Obregon 1089, Col. La Penal, CP. 44380., Guadalajara, Jalisco, México amaya.gonzalez.fer@gmail.com (33) 3688 5456		FORWARDING AGENT NO		
EXPORT CARRIER (VESSEL). VALPARAISO EXPRESS		DESTINATION AGENT INFORMATION SACO SHIPPING GMBH (ALEMANIA) Wollkammereistraße 1, Hamburg, 21107, ALEMANIA 118597456 4940311706428		
EXPORT CARRIER (VOY/FLAG) 6224N	PLACE OF RECEIPT BY PRE-CARRIAGE Santo Domingo , DO	TRANSSHIPMENT PORT		
PORT OF DISCHARGE HAMBURG, AL - DEHAM	PORT OF LOADING CAUCEDO, DO - DOCAU	LOADING PIER/ TERMINAL CFS / CFS		
PLACE OF DELIVERY BY ON-CARRIAGE VERACRUZ, MX - MXVER		NUMBER OF ORINGINALS 0 - EXPRESS		
TRANSSHIPMENT PORT				
MARKS & NOS / CONTAINER NOS	Nº. OF PKGS	DESCRIPTION ON PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
CSGU7245705 27898242 40 FT	1.00	PALLET CONT. 40 BOXES WITH Roasted and ground coffee	465.00 Kgs	1.77 M3
		HS CODE: 09012120 EXPRESS RELEASE FREIGHT PREPAID	1,025.15 Lbs	62.51 Ft3
SHIPPER'S DECLARED VALUE \$ SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 8 (3) OF THIS B/L				
FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT

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

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BY: NL NEUTRAL LOGISTICS.



WorldWideAlliance®

MULTIMODAL TRANSPORT BILL OF LADING

1. DEFINITION.

"Carriage" means the whole or any part of the carriage, loading, unloading, storing, warehousing, handling and any and all other services whatsoever undertaken by the Carrier in relation to the Goods. "Carrier" means Codranns, Inc.

"Container" includes any container (including an open top container), flat rack, platform, trailer, transportable tank, pallet or any other similar article used to consolidate the Goods and any connected equipment. "Freight" includes all charges payable to the carrier in accordance with the applicable Tariff and this bill of lading.

"Goods" means the whole or any part of the cargo and any packaging accepted from the Shipper and includes any container not supplied by or on behalf of the Carrier.

"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 and includes the amendments by the Protocol signed at Brussels on 23rd February 1968, but only if such amendments are compulsorily applicable to this bill of lading. (It is hereby acknowledged that this bill of lading shall be construed as contractually applying the said Rules as amended by said Protocol). "Holder" means any Person for the time being in possession of this bill of lading to or in whom rights of suit and/or liability under this bill of lading have been transferred or vested.

"Codranns, Inc." is the trade name of the Carrier. "Merchant" includes the Shipper, Holder, Consignee, Receiver of the Goods, any Person owning or entitled to the possession of the Goods or of this bill of lading and anyone acting on behalf of such Person. "Multimodal Transport" arises if the Place of Receipt of the Goods is inland and the Place of Discharge is the reverse hereof in the relevant spaces. "Ocean Transport" means the same as Port-to-Port Shipment. "Package" where a Container is loaded with more than one Carriage and any direct or indirect Subcontractors, servants and agents thereof whether in direct contractual privity or not.

"Incidents of Carriage" means all terms, risks, defenses, provisions, conditions, exceptions, limitations and liberties hereto. "US COGSA" means the US Carriage of Goods by Sea Act 1936. "Vessel" means any water borne craft used in the Carriage under this Bill of Lading which may be a feeder vessel or a ship.

2. CARRIER'S LIABILITY

The terms and conditions of the Carrier's applicable Tariff are incorporated herein. Attention is drawn to the terms therein relating to free storage time and to container and vehicle damage or detention. Copies of the relevant Tariffs and Conditions of the applicable Tariff are available to the Carrier upon request. In the case of inconsistency between this bill of lading and the applicable Tariff, this bill of lading shall prevail. 3. WARRANTY The Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority to contract on behalf of, the Person owning or having possession of the Goods and this bill of lading. 4. SUI

IN CONTRACTING.

4.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage.

4.2 The Merchant undertakes that no claim or allegation whatever arising in contract, bailment, tort or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier which imposes or attempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatever in connection with the Goods or the Carriage or the Goods or the Carriage or not arising out of negligence on the part of such Person, and if any such claim or allegation should nevertheless be 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 the Terms and Conditions of the applicable Tariff and of the provisions of the Carriage Act including clause 26 hereof, the law and jurisdiction clause, as if such Terms and Conditions (including clause 26 hereof) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for the Merchant and Subcontractors.

4.3 The provisions of the second sentence of clause 4.2 including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons charging the Merchant with the loss of or damage to the Goods.

4.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in accordance with the Terms and Conditions of this bill of lading which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Carriage or the Goods or the Carriage or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. 5. CARRIER'S RESPONSIBILITY - PORT-TO-PORT SHIPMENT. 5.1 Where the Carriage is Port-to-Port, then the liability, if any, of the Carrier for loss of or damage to the Goods occurring between the time of loading at the Port of Loading and the time of discharge at the Port of Discharge shall be determined in accordance with any national law making the Hague Rules compulsorily applicable to this bill of lading (which will be US COGSA) and to the extent that the national law provides for any other loss or in any other case in accordance with the Hague Rules Articles 1-8 inclusive only.

5.2 The Carrier shall have no liability whatsoever for any loss or damage to the Goods while in its actual or constructive possession before loading or after discharge, however caused. Notwithstanding the above, in case and to the extent that any applicable national law provides for any other loss or in any other case, the Carrier shall have the benefit of every right, defense, limitation and liability in the Hague Rules as applied by clause 5.1 during such additional compulsory period of responsibility, notwithstanding that the loss or damage did not occur at sea. 5.3 Where US COGSA applies then the provisions stated in the said Act shall govern before loading on the vessel or after discharge therefrom, as the case may be, during Carriage to or from a container yard or container freight station in or immediately adjacent to the sea terminal at the Port of Loading and/or Discharge.

If the Carrier is requested by the Merchant to procure Carriage by and inland Carrier in the United States of America and the inland Carrier in his discretion agrees to do so, such carriage shall be procured by the Carrier as agent only to the Merchant and such carriage shall be subject to the inland Carrier's Tariff and contract. If for any reason the inland Carrier is not available as agent at these times, his liability for loss or damage to the Goods shall be determined in accordance with clause 6 hereof.

5.4 In the event that the Merchant requires the Carrier to deliver the Goods: (a) at a port other than the Port of Discharge; or (b) in the United States of America at a place of delivery instead of the Port of Discharge, and the Carrier in its absolute discretion agrees to such request, such further Carriage will be undertaken on the basis that the Terms and Conditions of this bill of lading are to apply to such Carriage as if the ultimate destination agreed between the Merchant and the Carrier was the reverse side of this bill of lading as the Port of Discharge or Place of Delivery.

6. CARRIER'S RESPONSIBILITY - MULTIMODAL TRANSPORT. Where the Carrier is Multimodal Transport, the Carrier undertakes to perform and/or in his own name to procure performance of the Carriage from the Place of Receipt of the Goods to the Port of Loading and/or the Port of Discharge or the Place of Delivery, whichever is applicable, and, save as is otherwise provided for in this bill of lading, the Carrier shall be liable for loss or damage occurring during the Carriage only to the extent set out below:

6.1 Where the state of Carriage involved or damage occurred is not known: (a) Exclusions (i) The Carrier shall be relieved of liability for any loss or damage where such loss or damage was caused by: (i) an act or omission of the Merchant or Person acting on behalf of the COGSA (ii) an act or omission of the Carrier, his servant, agent or Subcontractor.

(ii) compliance with instructions of any Person entitled to give them. (iii) insufficient or defective condition of packing or marks. (iv) handling, loading, stowage or unloading of the Goods by the Merchant or any Person acting on his behalf.

(v) inherent vice of the Goods. (vi) strike, lock out, stoppage or restraint of labour, from whatever cause, whether partial or general.

(vii) any cause or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.

(b) Burden of Proof The burden of proof that the loss or damage was due to one or more of the causes or events specified in this clause 6.1 shall rest upon the Carrier. Save that the Carrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in clause 6.1 (i) (ii) (iv) or (v), it shall be presumed that it was so caused. 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.

(c) Limitation of Liability (i) As provided in clauses 7.2 (a), or 7.3 if clause 6.1 operates, total compensation shall under no circumstances whatsoever and however arising exceed USD 500 per package where Carriage Includes Carriage to, from or through a port in the United States of America and in all other cases 2 SDR per kilo of the gross weight of the goods or cargo, whichever is the greater.

6.2 Where the stage of Carriage where the loss or damage occurred is known. Notwithstanding anything provided for in clause 6.1 and subject to clause 18, the liability of the Carrier in respect of such loss or damage shall be determined:

(a) by the provisions contained in any international convention or national law which provides:

(i) cannot be departed from by private contract to the detriment of the Merchant, and (ii) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of the Carriage.

6.3 The Carrier shall be relieved of liability for any loss or damage caused by any particular document which must be issued if such international convention or national law shall apply; or (6) in case of shipments to or from the United States of America by the provisions of US COGSA if the loss or damage is known to have occurred during Carriage by sea to or from the LISA or during Carriage by air to or from the LISA or during Carriage by land to or from the LISA immediately adjacent to the sea terminal at the Port of Loading or of Discharge in ports of the USA; or

(c) by the Hague Rules Articles 1-8 only inclusive where the provisions of clause 6.2 (a) (i) or (b) apply if the loss or damage is known to have occurred during Carriage by sea; or

(d) if the loss or damage is known to have occurred during Carriage inland in the USA in accordance with the contract of carriage or tariffs of any inland carrier in whose custody the loss or damage occurred or, in the absence of such contract or tariff, by the provisions of clause 6.1 and in either case the law of the State of New York will apply; or

(e) where the provisions of clause 6.2(a), (b), (c) and/or (d) do not apply, in accordance with the contract of carriage or tariffs of any inland carrier in whose custody the loss or damage occurred or in the absence of such contract or tariff by the provisions of clause 6.1.

6.4 The Carrier shall be relieved of liability for any loss or damage caused by clause 6.2 references in the Hague Rules to carriage by sea shall be deemed to include references to all waterborne Carriage and the Hague Rules shall be construed accordingly. 6.3 If the Place of Receipt or Place of Delivery is not named on the bill of lading, the Carrier shall be relieved of liability whatsoever for loss or damage to the Goods however occurring:

(a) if the Place of Receipt is not named on the reverse hereof and such loss or damage arises prior to loading on to the vessel; or

(b) if the Place of Delivery is not named on the reverse hereof, if such loss or damage arises after unloading from the vessel; or

(c) if the Carrier is not named on the reverse hereof, save that where US COGSA applies then the provisions stated in said Act shall govern before loading on to and after discharge from any vessel and during Carriage to or from a container yard or container freight station in or immediately adjacent to the sea terminal at the Port of Loading and/or Discharge.

6.4 Amendment of Place of Delivery In the event that the Merchant requests, and the Carrier agrees to amend the Place of Delivery, such amended Carriage will be undertaken on the basis that the Terms and Conditions of this bill of lading are to apply until the goods are delivered to the Merchant as such amended Place of Delivery.

7. COMPENSATION AND LIABILITY PROVISIONS. 7.1 Subject always to the Carrier's right to limit liability as provided for herein, if 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 invoice value of the Goods plus freight and insurance if paid. If there is no invoice value of the Goods or if any such invoice is not bona fide, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered or should have been delivered to the Merchant. The value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the same kind and/or quality. 7.2 Save as is provided in clause 7.3:

(a) Where the Hague Rules apply hereunder by national law but without the effect of clause 6.2 (a) (i) or (b), the Carrier shall not be relieved of the amounts provided in the applicable national law. If the Hague Rules Article 1-8 only apply pursuant to clause 6.1 or 5.1 or 6.1 (c) the Carrier's maximum liability shall be in no event exceed GBP 100 per Package or unit.

(b) Where Carriage Includes Carriage to, from or through a port in the United States of America and the inland Carrier in his discretion agrees to do so, such carriage shall be procured by the Carrier as agent only to the Merchant and such carriage shall be subject to the inland Carrier's Tariff and contract. If for any reason the inland Carrier is not available as agent at these times, his liability for loss or damage to the Goods shall be determined in accordance with clause 6 hereof.

(c) In all other cases compensation shall not exceed the limitation of liability of 2 SDR per kilo as provided in clause 6.1(c) 7.3 The Merchant agrees to indemnify the Carrier for any loss or damage to the Goods or the Carriage or the Goods or the Carriage or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. 7.4 Nothing in this bill of lading shall operate to limit or deprive the Carrier of the full benefit of the limitation of liability or the limitation of liability authorized by any applicable laws, statutes or regulations of any country. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of any carrying ship or vessel. 8. GENERAL

8.1 The Carrier shall be relieved of liability for any loss or damage to the Goods or the Carriage or the Goods or the Carriage or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. 8.2 Save as is otherwise provided herein, the Carrier shall under no circumstances be liable for direct or indirect or consequential loss or damage arising from any other cause whatsoever or for loss of profits. 8.3 Once the Goods have been delivered by the Carrier for Carriage the Merchant shall not be entitled neither to impede, delay, suspend or stop or otherwise interfere with the Carrier's intended manner of performance of the Carriage or the exercise of the liberties conferred by this bill of lading nor to instruct or require delivery of the Goods to other than the Port of Loading or Place of Delivery named on the reverse hereof or such other Port or Place selected by the Carrier in the exercise of the liberties herein, for any reason whatsoever including but not limited to the exercise of any right of stoppage in transit conferred by the Merchant's contract of sale or otherwise. The Merchant shall indemnify the Carrier for any and all expenses, costs, charges, delay, attorney fees and/or expenses caused to the Carrier, his Subcontractors, servants or agents to or for any other cargo or to the owner of such cargo during the Carriage arising or resulting from any stoppage (whether temporary or permanent) in the Carriage of the Goods whether at the request of the Merchant or at the request of the Carrier or at the request of the Carrier, or in consequence of any dispute whatsoever in respect of the Goods (including, but without restriction, disputes as to ownership, title, quality, quantity or description of and/or payment for the Goods) involving any one or more party entitled to the Goods or the Carriage or the Goods or the Carriage or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. 8.4 The Terms and Conditions of this bill of lading shall govern the responsibility of the Carrier in connection with or arising out of the supplying of the Goods to the Port of Loading and/or the Port of Discharge or the Place of Delivery.

NOTICE OF LOSS TIME RAR Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agents at the Place of Delivery (or Port of Discharge if no Place of Delivery is named on the reverse hereof) before or at the time of removal of the Goods into the custody of the Merchant or if the loss or damage is not apparent within three days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this bill of lading. In any event, the Carrier shall be discharged from all liability whatsoever in respect of the Goods unless suit is brought within one year after their delivery or the date when they should have been delivered.

10. DEFENSES AND LIMITS FOR THE CARRIER The terms and Conditions of this bill of lading shall be subject to the bill of lading which provides for any action against the Carrier for any loss or damage whatsoever and/or however occurring (and, without restricting the generality of the foregoing, including delay, late delivery and/or delivery without surrender of this bill of lading) and 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.

11. SHIPPER - PACKED CONTAINERS If a Container has not been packed by the Carrier: 11.1 This bill of lading shall be a receipt for such a Container. 11.2 The Carrier shall not be liable for loss of or damage to the contents and the Merchant shall indemnify the Carrier against any injury, loss, damage, liability or expense whatsoever incurred by the Carrier if such loss of or damage to the contents (and/or such injury, loss, damage, liability or expense has been caused by the Merchant's control including, inter alia, without prejudice to the generality of this exclusion:

(a) the manner in which the Container has been packed; or (b) the unsuitability of the Goods for carriage in Containers; or (c) the unsuitability or defective condition of the Container or the incorrect marking of any thereof; or (d) the manner in which the Container was packed, provided that, if the Container has been supplied by the Carrier, this unsuitability or defective condition could have been apparent upon reasonable inspection by the Merchant at or prior to the time the Container was packed.

11.3 The Merchant shall be deemed to have authorized the Carrier to use the Carrier's packed Containers and, if a shipper-packed Container is delivered by the carrier with its original seal as affixed by the Shipper intact, the Carrier shall not be liable for any shortage of Goods ascertained at delivery.

11.4 The Shipper shall inspect Containers before packing them and

the use of Containers shall be prima facie evidence of their being sound and suitable for use.

12. PERISHABLE CARGO

12.1 Goods, including Goods of a perishable nature, shall be carried in ordinary Containers without special protection, services or other measures unless there is noted on the reverse side of this bill of lading that the Goods will be carried in a refrigerated, heated, electrically ventilated or otherwise specifically equipped Container or are to receive special attention in any way. The Merchant undertakes not to tender for Carriage any Goods which require special attention, unless the Merchant has specifically agreed to do so in writing, and to give written notice of their nature and the required temperature or other setting of the thermostatic, ventilation or other special controls to the carrier. 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Shipper
DSV SOUTH AFRICA (PTY) LTD T/A DSV AIR & SEA
UITENHAGE ROAD
STRUANDALE
PORT ELIZABETH
le.as1@dsv.com
VAT:4650270236
Tel: 27-41-5012608 Postal/Zip: 6001

B/L No. SACOPHAM30576

Ref: CZA279725



SACO SHIPPING LINE LTD

SACO SHIPPING LINE LIMITED

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

Consigned to order of
DSV AIR & SEA SA DE CV
AV INSURGENTES SUR, 1271
BENITO JUAREZ,TORRE CARACCI
MEXICO CITY
quetzali.castro@mx.dsv.com
TAX:DAA020218JY1
Tel: 528150303328

Notify Party and address
DSV AIR & SEA SA DE CV
AV INSURGENTES SUR, 1271
BENITO JUAREZ,TORRE CARACCI
MEXICO CITY
quetzali.castro@mx.dsv.com
TAX:DAA020218JY1
Tel: 528150303328

Place of receipt
PORT ELIZABETH

Ocean vessel
MSC ATLANTIC III WM630R

Port of loading
PORT ELIZABETH

Copy not negotiable

Port of discharge
HAMBURG

Place of delivery
VERACRUZ

Freight payable
VERACRUZ

Number of original Bills of Lading
0/ZERO

Marks and Nos.
SACOPHAM30576

Quantity of Goods
2

Description of Goods
BOX(S)

Said to contain
CLUTCH

Gross weight, kg.
407.200 kg

Measurement, m³
1.170

SHIOPPER'S
LOAD, STOW AND
COUNT

HS Code:870893

**EXPRESS RELEASE
SHIPPED ON BOARD
FREIGHT COLLECT**

**POST LANDING CHARGES
PAYABLE AT DESTINATION
PRIOR TO RELEASE OF
CARGO**

All particulars above declared by Merchant

For delivery of cargo please apply to:

INTERTEAM SA DE CV
TAX ID NR: INT-961206-ES7
COLIMA 114 DESPACHO 201
COLONIA ROMA CP, 06700 MEXICO
Tel: +52-5514-9897

Container No / Size: MSBU1660758 / 20 ft Std GP
Seal No: FX40879838
MBL Number: MEDUZR167806

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above.

The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

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

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

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

In WITNESS 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: **PORT ELIZABETH**

2026-08-03

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 on behalf of the Carrier SACO
SHIPPING LINE LIMITED

SACO Shipping (PTY) LTD
41 Yaldwyn Road, Jet Park 1469
Johannesburg
South Africa



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

Shipper

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

B/L No. - B
VER285777



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/163317

Copy

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

Place of receipt

HAMBURG CFS

Ocean vessel

MAERSK DANUBE 636W

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, m³

CARGO DETAILS AS PER ATTACHED STATEMENT

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

Declared Value of the Goods (see clause 12)

US\$

Ad valorem freight paid:

Note:

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

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above.

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 12.09.2026

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
8000003501	3 PALLETS	MEDICAL EQUIPMENT HS CODE: 90181910		584,000	4,210
STOWED INTO CONTAINER NO.: CAAU7885193				SEAL : B199309	
3001518242	1 PALLET	SAFETY EQUIPMENT HS CODE: 90200010, 84213925,		70,000	0,576
STOWED INTO CONTAINER NO.: CAAU7885193				SEAL : B199309	
8000004313	1 PACKAGE	MEDICAL EQUIPMENT HS CODE: 84198998, 79070000		25,000	0,292
STOWED INTO CONTAINER NO.: CAAU7885193				SEAL : B199309	
8000003594	11 PACKAGES	MEDICAL EQUIPMENT HS CODE: 94054210, 73181900, 85369010		990,060	14,269
STOWED INTO CONTAINER NO.: TRHU7670868				SEAL : B199359	
3001522225	1 PACKAGE	SAFETY EQUIPMENT HS CODE: 90200010		24,440	0,256
STOWED INTO CONTAINER NO.: CAAU7885193				SEAL : B199309	
TOTAL		17 PACKAGES		1693,500 KGS	19,603 CBM

- B

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

B/L No.
VER285905 - B



SACO SHIPPING LINE LTD

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

6/09/HAM/163348

Copy

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

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

		Place of receipt HAMBURG, GERMANY CFS	
Ocean vessel MAERSK DANUBE 636W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ, MEXICO	Place of delivery VERACRUZ, MEXICO CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain
GROSS weight, kg.			
Measurement, 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 12.09.2026

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
VER285905 KACO 89292, 89293 VERACRUZ SEAPORT STOWED INTO CONTAINER NO.: TRHU7670868	2 PACKAGES	AXIA MECHANICAL SEALS **HSCODE: 84842000**		491,000	1,300
				SEAL : B199359	
VER285933 30852210-10 30852210-20 30852210-30 30852210-40 SMURFIT CARTON Y PAPEL DE MEXICO S. DE R.L. DE C.V. STOWED INTO CONTAINER NO.: CAAU7885193	4 PACKAGES	TEXTIL INDUSTRIAL PARA USO EN MAQUINAS DE FABRICAR PAPEL PARTIDA ARANCELARIA: 591132 OC 4013678 **HSCODE: 591132**		870,000	3,777
				SEAL : B199309	
VER285962 883048 STOWED INTO CONTAINER NO.: HASU4324051	1 PACKAGE	PARTS FOR A BALER **HSCODE: 841221**		334,000	0,423
				SEAL : B199106	
TOTAL		7 PACKAGES		1695,000 KGS	5,500 CBM

- B

Shipper
M&M AIR SEA CARGO GMBH
WENDENSTR. 6

20097 HAMBURG

B/L No.
VER285908



SACO SHIPPING LINE LTD

Consigned to order of

SERVICIOS MULTIMODALES ESPECIALIZADOS,
S.A DE C.V. RFC: SME890713D85
ACALOTENCO 44, SAN SEBASTIAN,
AZCAPOTZALCO, 02040
MEXICO CITY, MEXICO
CTC: CRISHNA SANTANA
INFO@SMEEX.COM

Notify Party and address

SERVICIOS MULTIMODALES ESPECIALIZADOS,
S.A DE C.V. RFC: SME890713D85
ACALOTENCO 44, SAN SEBASTIAN,
AZCAPOTZALCO, 02040
MEXICO CITY, MEXICO
CTC: CRISHNA SANTANA
INFO@SMEEX.COM

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/163351

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK DANUBE 636W		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. VER285908 94731 94733, 94734 DELIVERY TO: JUAN CARLOS GRANANDOS GARCIA 1903-600A NAUCALPAN ESTADO DE MEXICO STOWED INTO CONTAINER NO.: TRHU7670868	Quantity of Goods 1 PACKAGE	Description of Goods STARCLEAN CONVEYOR BELT CLEANING SYSTEMS HS COD: 84313900	Said to contain Gross weight, kg. 297,000 Measurement, m ³ 1,024

SEAL : B199359

TOTAL 1 PACKAGE 297,000 KGS 1,024 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 12.09.2026

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

B/L No.
VER285928



SACO SHIPPING LINE LTD

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/163361

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
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
TRAFICO.MTY@AIRMAR.COM.MX
TEL.52 55 1999 9000

Place of receipt

HAMBURG CFS

Ocean vessel

MAERSK DANUBE 636W

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, m ³
VER285928 THE VALSPAR CORP. ALLTUB MEXICO MX	3 PALLETS	PAINTS AND VARNISHES AS PERCOMMERCIAL INVOICE: 4714356, 4714355 HS-CODE: 320910		1508,630	3,372

STOWED INTO CONTAINER NO.: TRHU7670868

SEAL : B199359

TOTAL

3 PALLETS

1508,630 KGS

3,372 CBM

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above.

The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

- undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
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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 12.09.2026

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
GLOBALTRANS INTERNATIONALE LOGISTIK
DE814243631
GOTENSTRASSE 12
20097 HAMBURG

B/L No.
VER285931



SACO SHIPPING LINE LTD

Consigned to order of

PLUSCARGO TRANSPORTE MEXICANA SA DE
CV,LAGUNA DE TERMINOS #221,PISO5,TO
RE A,COLONIA GRANADA,MIGUEL HIDALGO
CP11520 MEXICO,DF,TAXID PTM0701119T
PH: 0052 55 5208 5676 FX: 0052 55 5208 5780
PTM0701119T6

Notify Party and address

PLUSCARGO TRANSPORTE MEXICANA SA DE
CV,LAGUNA DE TERMINOS #221,PISO5,TO
RE A,COLONIA GRANADA,MIGUEL HIDALGO
CP11520 MEXICO,DF,TAXID PTM0701119T
PH: 0052 55 5208 5676 FX: 0052 55 5208 5780
PTM0701119T6

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/163364

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK DANUBE 636W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS		Number of original Bills of Lading 0/ZERO
Marks and Nos. VER285931 74176013 KUO MOTOR, S.A. DE C.V. 26/05850 STOWED INTO CONTAINER NO.: TRHU7670868	Quantity of Goods 3 PACKAGES	Description of Goods GASKETS HS CODE: 848490	Said to contain Gross weight, kg. 552,000 Measurement, m ³ 3,060

SEAL : B199359

TOTAL **3 PACKAGES** **552,000 KGS** **3,060 CBM**

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

RECEIVED for shipment the above mentioned Goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above.

The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;

- undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
- assumes liability as prescribed in this document for such transport.

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

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

Place and date of issue
HAMBURG 12.09.2026

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
NTG SUPPLY CHAIN SOLUTIONS GMBH
AMSINCKSTRASSE 34
20097 HAMBURG
AS AGENT OF GOLDEN OCEAN LINE

B/L No.
VER285980



SACO SHIPPING LINE LTD

Consigned to order of
INTERNATIONAL LOGISTICS SPEDITIONS DE
MEXICO SA DE CV
ROTOGRABADO 288, COL.20 DE NOVIEMBRE
ALCALDIA VENUSTIANO CARRANZA
CIUDAD DE MEXICO CMX 15300 MEXICO
ILS030226GW6

Notify Party and address
NTG SUPPLY CHAIN SOLUTIONS, LLC
E-MAIL : OCEAN-IMPORT.SCS@NTGAIROCEAN.COM

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/163384

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel MAERSK DANUBE 636W		Port of loading BREMERHAVEN	
Port of discharge VERACRUZ	Place of delivery DAP QUERETARO		Freight payable HAMBURG
		Number of original Bills of Lading 0/ZERO	
Marks and Nos. VER285980 TMD FRICTION MEXI CO SBU CV FRACC. IND. BENIT O JUAREZ ACCESO II NO. 50 76120 QUERETARO MEXIKO STOWED INTO CONTAINER NO.: TRHU7670868	Quantity of Goods 28 PALLETS	Description of Goods AUTOMOTIVE PARTS HS CODE: 902990	Said to contain Gross weight, kg. 16305,000 Measurement, m ³ 15,917

SEAL : B199359

TOTAL 28 PALLETS 16305,000 KGS 15,917 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 12.09.2026

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



LCL IMPORT

Agent:	SACOSHIPINGGMBH	Contact:	MARCEL BEIER
e-mail:	marcel.beier@saco.de	Phone:	
Incoterm:	DAP	Product:	FAK / Dry Cargo
Total Packages:	28	Estimated Cargo Value:	0.00
Chargeable Vol:	16.30524	Volume:	14.784
		Stackable:	YES
		Total Gross weight:	16,305.24
		Dangerous:	NO

Dear:

The following quote applies only to the details provided (origin, destination, routing, weight, volume, type of commodity, etc.) If any of these concepts change the costs may vary, so it will be necessary to request an update of the quotation.

Movement type:	CFS to Door	Land / Transit Time	3 DAYS
Delivery location:	Zona industrial Benito Juárez, Querétaro, Querétaro, México	Port of Destination/Country:	VERACRUZ, MÉXICO
Port of Origin/Country:	HAMBURG, GERMANY	Frequency/Transit Time:	17 DAYS
Via/ transshipment	DIRECT		
Comments:	NTG CLIENT		

Dimensions in meters

No. of Packages	Length m	Width m	Height m	Volume	Weight per packageKgs	Total weight Kgs
28	1.20	0.80	0.55	14.784	582.33	16305.240
28 Packages				14.784 m³		16305.24 Kgs

Destination charges

Concept	Currency	Rate	Unit	Subtotal	VAT	Amount
REVALIDACION	USD	89.00	per HBL	89.00	0.00	89.00
UNSTUFFING	USD	58.00	W/M (MINIMUM SURCHARGE 1 w/m)	945.70	0.00	945.70
PORT TRANSFER FEE	USD	18.00	W/M (MINIMUM SURCHARGE 1 w/m)	293.49	0.00	293.49
INLAND SERVICE COORDINATION (PICK UP AND DELIVERY)	USD	1,408.35		1,408.35	0.00	1,408.35
				Total Destination charges: 2,736.55 USD		

SUBTOTAL	2,736.55 USD
(IVA / VAT)	0.00 USD
TOTAL	2,736.55 USD

VALIDITY: 2026-06-30

EXCHANGE RATE: 17.39

We thank you for your preference! In case you should have any questions, please do not hesitate to contact us.
Best regards.

Please consult here our online schedules
<https://intra logs.com.mx/itinerarios>



Quotation sent by: VJASSO
vanessa.jasso@interteam.com.mx
Office phone +52 +55 55149897
www.interteam.com.mx

Print Date: 2026/08/27 15:20:58

All contracted services with INTERTEAM, S.A. de C.V. are subject to the Standard Trading Conditions (STC) established by the Mexican Association of Freight Forwarders (AMACARGA) which can be found here: [STC y T&C](#)

1. THE CUSTOMER acknowledges that the operations carried out by INTERTEAM are subject to the Standard Trading Conditions (STC) prepared and published by the Asociación Mexicana de Agentes de Carga, A.C., except for the clauses relating to forms of payment and documentation delivery deadlines for the operation, which can be consulted on the following page: (Clause 13). However, the transportation document applicable to the operation and the terms and conditions of the operational documents sent by INTERTEAM will also be subject to the corresponding contract.
2. For the purposes of the STC, the term LOADING AGENT will be understood to refer to INTERTEAM as a service provider in its capacity of NVOCC (Non-Vessel Operating Common Carrier) (consolidator) and the term CUSTOMER will refer to freight agents or customers in general who request the service from INTERTEAM.
3. The clauses of the STC will be applicable in those cases that are consistent with the specific service contracted.
4. For the purposes of clause 17.4 of STC, THE CUSTOMER will have a maximum of 1 (one) day after the collection of the goods to deliver the necessary data, documents, and information for that specific service.
5. INTERTEAM may request additional documents to those indicated in clauses 17.4.1 to 17.4.6. of the STC.
6. The goods travel at the expense and risk of THE CUSTOMER and it will be solely responsible for contracting and accepting the terms and conditions of the insurance policy, even when the INCOTERM quoted includes insurance, it will be the responsibility of THE CUSTOMER to expressly request it.
7. THE CUSTOMER declares that it has sufficient legal resources to cover its obligations to INTERTEAM.
8. THE CUSTOMER will be required to immediately inform INTERTEAM of any instruction on the insurance policy contracted on its own so that it is fulfilled; otherwise, INTERTEAM will be released from any responsibility. Likewise, if INTERTEAM contracts the insurance policy, it will not be required to know the conditions of said policy, so any additional service indicated by the policy will be quoted separately and at the express request of THE CUSTOMER.
9. INTERTEAM is not responsible for delays in the delivery of goods since the delivery is made based on estimated delivery and arrival times.
10. THE CUSTOMER acknowledges that the conditions and form of payment will be determined in the quotation or, where appropriate, in accordance with the credit agreement granted by INTERTEAM.
11. The deadline to deliver the documentation of the operation will be up to 24 hours after the booking is made. Otherwise, if the change cannot be made or if there are delays, it will be the responsibility of THE CUSTOMER.
12. For DAP (Delivered-at-Place) services, in local transfers and to and from distribution centers (centros de distribución, CEDIS), THE CUSTOMER will be solely responsible for contracting the goods insurance.
13. INTERTEAM must send the invoice within a period of no more than 24 hours after receiving the customer's instructions; consequently, THE CUSTOMER will have a period of 24 hours to review and request clarification or corrections. Once this period has elapsed, THE CUSTOMER must pay the invoice within 72 hours after receiving the invoice.
14. All shipments are booked as stackable unless expressly mentioned otherwise. If THE CUSTOMER desires to change the shipment to NON-STACKABLE, it will be quoted again; any expense or delay that this request causes will be attributable to THE CUSTOMER.
15. THE CUSTOMER will be responsible for the damage caused to the container, so THE CUSTOMER must have an insurance policy that covers this type of loss.
16. THE CUSTOMER acknowledges that the process and delivery of VGM (Verified Gross Mass) (cargo weighing) will be mandatory to be able to ship its goods in the case of maritime transport.
17. If THE CUSTOMER has credit, and the service exceeds the limit granted, THE CUSTOMER must pay the total debt to proceed to releasing the goods; the foregoing, even if a part of the debt is subject to credit.
18. The pandemic caused by the SARS-COV-2 virus (COVID-19) has caused a shortage of containers, port congestion, lack of space, lag times and/or changes in itineraries, which can represent additional costs, such as delays, storage, etc., so INTERTEAM will NOT absorb for any reason the payment of any type of extra costs, since their origin is beyond INTERTEAM's control.
19. If the quoted service is a ROUTING ORDER of an INTERTEAM's counterparty, we inform you that charging for delays will apply in cases where the goods cannot be imported or exported.
20. INTERTEAM DOES NOT carry out procedures with warehouses or authorities of any kind in case the goods cannot be cleared through customs.
21. THE CUSTOMER is responsible for delivering the applicable customs information to comply with the issuance of the corresponding transfer-type CFDI (Comprobante Fiscal Digital por Internet, digital tax receipt).
22. The OF applies for the ship's departure date, if necessary, the ocean freight rate must be updated.
23. Inside CFS we have 15 days free of storage, after this period storages will run under the established rate. These are fixed charges.
24. Tariffs do not include: storage charges of any kind, maneuvers loading/unloading, demurrages, fumigation, palletization, packaging of any kind, inspections or any other extra charges not included on this tariff.