Ships Bag for MB/L 721639012

Container: HASU4324051 **1**

00346 MANIFEST 0950993.pdf **1**

PL SHEET HASU 432 405 1.pdf **6**

document.pdf **7**

HB/L: 27749100 **12**
TYP: Externes B/L 12
VER285654 HBL 136.pdf 12

HB/L: 27749103 **15**
TYP: Externes B/L 15
VER285656 HBL 135.pdf 15

HB/L: 27749322 **18**
TYP: Externes B/L 18
VER285837 HBL 70.pdf 18

HB/L: 27749331 **20**
TYP: Externes B/L 20
VER285852 HBL 189.pdf 20

HB/L: 27749415 **22**
TYP: Externes B/L 22
VER285920 HBL 61.pdf 22

HB/L: 28761273 **24**
TYP: Externes B/L 24
VER285862 HBL 71.pdf 24

HB/L: 609P9212 **26**
TYP: Externes B/L 26
VER285888 HBL 154.pdf 26

HB/L: VER285738 **27**
TYP: B/L 27
SACO Shipping Line Ltd. B/L VER285738 VER28573 27

HB/L: VER285905 **28**
TYP: B/L 28
SACO Shipping Line Ltd. B/L VER285905 VER28590 28

HB/L: VER285940 **30**
TYP: B/L 30
SACO Shipping Line Ltd. B/L VER285940 VER28594 30

HB/L: VER285960 **31**
TYP: B/L 31
SACO Shipping Line Ltd. B/L VER285960 VER28596 31

HB/L: VER285963 **32**
TYP: B/L 32
SACO Shipping Line Ltd. B/L VER285963 VER28596 32

HB/L: VER285978 **33**
TYP: B/L 33
SACO Shipping Line Ltd. B/L VER285978 VER28597 33

HB/L: VER285987 **34**
TYP: B/L 34
SACO Shipping Line Ltd. B/L VER285987 VER28598 34

HB/L: VER285991 **35**
TYP: B/L 35
SACO Shipping Line Ltd. B/L VER285991 VER28599 35

HB/L: VER286007 **36**
TYP: B/L 36
SACO Shipping Line Ltd. B/L VER286007 VER28600 36

HB/L: VER286020 **37**
TYP: B/L 37
SACO Shipping Line Ltd. B/L VER286020 VER28602 37

Manifest

Container-No.: HASU4324051 40' HIGH CUBE CONTAINER Seal-No.: B199106
Vessel: SAC2136 / MAERSK DANUBE
ETS:
Master-B/L.: 721639012

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
27749100	VER285654 TETRA PAK S.A.DE C.V. AV. EJERCITO NACIONAL NO. 843-B ANTARA POLANCO, TORRE PASEO COL. GRANADA 11520 MEXICO VERACRUZ PORT MX-11672779 PO 928800801 JUMBO REEL TRUCK MANUAL BY LOGITRANS	1	CASE	STC JUMBO REEL TRUCK MANUAL BY LOGITRAN HS: 84271010 NAC: TETRA PAK	607.000	4.785
27749103	VER285656 TETRA PAK S.A.DE C.V. AV. EJERCITO NACIONAL NO. 843-B ANTARA POLANCO, TORRE PASEO COL. GRANADA 11520 MEXICO VERACRUZ PORT MX-11785297 0929348130 JUMBO REEL TRUCK MANUAL BY LOGITRANS 78088/00451	1	CASE	STC JUMBO REEL TRUCK MANUAL BY LOGITRAN HS:84271010 NAC: TETRA PAK	607.000	4.785

Manifest

Container-No.: HASU4324051 40' HIGH CUBE CONTAINER Seal-No.: B199106
Vessel: SAC2136 / MAERSK DANUBE
ETS:
Master-B/L.: 721639012

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
27749322	VER285837 EI REF: 6870032213 AMS NO, EXDO: 6870032213	1	PACKAGE	STC SPOT:27749322SEGOT F.A.K. CONTINUOUS-ACTION CONVEYORS FOR GOODS MATERIALS HS COSE:84283990 SPECIAL PROVISION 188 CONTINUOUS-ACTION CONVEYORS	497.000	1.988
27749331	VER285852 PO 929418396	1	PIECES	S.T.C. HEAT-EXCHANGE UNITS (EXCL. THOSE USED WITH BOILERS AND THOSE MADE OF FLUOROPOLYMERS WITH INLET AND OUTLET TUBE BORES WITH INSIDE DIAMETERS MEASURING <=3 CM) HS 84195080 NAC: TETRA PAK	164.500	0.350
27749415	VER285920 27749415	1	PALLET	S.T.C. 3075194571 AXP112-104L-F S1S2S3S4T1T2T3T4W (60.3 MM) /54.1 MM HS 84195080	154.000	0.192

Manifest

Container-No.: HASU4324051 40' HIGH CUBE CONTAINER Seal-No.: B199106
Vessel: SAC2136 / MAERSK DANUBE
ETS:
Master-B/L.: 721639012

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
28761273	28761273 VER285862 1/1	1	PALLET	MEDICAL EQUIPMENT HS CODE: 91081900	275.000	1.515
609P9212	VER285888 INDUSTRIAS AUGE SA DE CV PORT OF DESTINATION VERACRUZ *VAT DE 140462836 NICO NEBE TEL.:+49 351 646 2274 **VAT-NO.:RFC IAU680529C65 PHONE:+52 728 285 1762 CONTACT:MS.BLAN DIAZ POSADAS EMAIL: BLANCA.DIAZ@AU(	5	PACKAGES	= 5 BUNDLES / LAMIFLEX STEEL ROUND BARS NET WEIGHT 3876,0 KGS HS CODE 72222031, 72222021 AS PER DELIVERY NOTE AL032608205	3928.000	1.841
VER285738	VER285738 TB&C GROUP, CALLE EBANO NAVE 36, 72710 CUAUTLANCINGO, PUEBLA, MEXICO 20034677	9	PALLETS	S.T.C. BUSBARS HS-CODE: 76042910	7307.000	13.981
VER285905	VER285962 883048	1	PACKAGE	PARTS FOR A BALER **HSCODE: 841221**	334.000	0.423
VER285940	VER285940 WILO MEXICO BOMBAS CENTRIFUGAS VERACRUZ 801235674	1	PALLET	PUMPS AND SPARE PARTS HS CODE: 84139100 **HSCODE: 841391**	64.600	0.539

Manifest

Container-No.: HASU4324051 40' HIGH CUBE CONTAINER Seal-No.: B199106
Vessel: SAC2136 / MAERSK DANUBE
ETS:
Master-B/L.: 721639012

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285960	VER285960 VIBRANTZ / 81388331 / VERACRUZ SEAPORT	1	PACKAGE	GLASS COLOURS **HSCODE: 320720** **HSCODE: 32072090**	565.000	1.008
VER285963	VER285963 172115+172114 MARKS: 120199632, 120198482, 120199630, 120199631	4	PALLETS	COSMETICS HS-CODE: 29362800, 39269097	464.420	4.542
VER285978	VER285978 BLECHCON GMBH & CO. KG BESTOP SA DE CV	6	PALLETS	COMPONENTS FOR CAR CONVERTIBLE TOPS AS PER PROFRMA INVOICE: 504141, 504140 HS CODE: 870899	2855.000	3.283
VER285987	VER285987 COOPERATIVA LA CRUZ AZUL, S.C.L. 26/101408 ALMACEN GENERAL PUEBLA EXHACIENDA LA NORIA S/N KM.16 CARR. TECAMACHALCO-P DE BRAVO, MPIO. PALMAR DE BRAVO, PUE. C.P. 75500 ORDEN DE COMPRA: 126957 - 5A	1	PACKAGE	PARTS OF APPARATUS FOR FILTRATION AND CLEANING HS CODE: 848390	1950.000	4.603

Manifest

Container-No.: HASU4324051 40' HIGH CUBE CONTAINER Seal-No.: B199106
Vessel: SAC2136 / MAERSK DANUBE
ETS:
Master-B/L.: 721639012

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER285991	VER285991 PO# T 285439 1000914682 1000914683 1000914684 1000914686 POSSEHL ELECTRONICS	4	PIECE	FIXED RESISTORS FOR A POWER OF 20 W OR LESS HS: 85332100 **HSCODE: 853321**	2136.000	1.615
VER286007	MEXICO 260900063	3	PALLETS	SHOES HS CODE: 64034000 FREIGHT AMOUNT: EUR 1208,60	607.000	4.937
VER286020	VER286020 AUTOMOTIVE BEND DE MEXICO S DE RL DE CV 956147, 956148	2	PALLETS	CLIP GROMMET AND PARTS INV: 719231, 719232 HS CODE: 400829	444.580	2.112

Total	Quantity	Grossweight	Measurement
	43	**22.960.100**	**52.499**

amended on: 12.08.2026 by ECH

Mexico PL-Sheet 2026

valid from August 1st 2026

SACO Ref.:	Vessel:	Port:	ETA:	Container:
6/09/HAM/1633	Maersk Danube	Veracruz	30.09.2026	HASU 432 405-1

B/L	COLLECT	incl.Special charges	Doc fee	Unstuffing	Admin Fee	Transm.Fee	Port Transf	On Carriage	0,00 USD	Quote No.:
27749322	178,92									
27749415	178,92									
VER285960			30,00	15,12				Veracruz FOT		logwin
VER285963	218,02									
VER285978	183,85									
VER285987	257,77									
VER285991			25,00	29,90				DAP Cuautlancingo	203,94	Fedex
VER286020	67,58									
	1085,06		55,00	45,02	0,00	0,00	0,00		203,94	

COLLECT FREIGHT TOTAL				1.085,06 USD	1.085,06 USD	debit to Interteam
RELEASE FEE				55,00 USD		
UNSTUFFING				45,02 USD		
ADMIN FEE				0,00 USD		
TRANSMISSION FEE				0,00 USD	303,96 USD	credit to Interteam
CREDIT FOR ON CARRIAGE				203,94 USD		
PORT TRANSFER				0,00 USD		
kickback as agreed USD 24,00 w/m from B/L	date 01.10.23	FRT:	55,107	1.322,57 USD	1.322,57 USD	debit to Interteam
Hartrodt Kickback USD 4,50 w/m		FRT:		0,00 USD	14,07 USD	debit to Interteam
Quick Cargo Kickback USD 3,- w/m		FRT:	3,283	9,85 USD		
BDP / ED Forwarding Kickback USD 3,- w/m		FRT:		0,00 USD		
Linkin / Europartner/XPD Kickback USD 2 w/m		FRT:	2,112	4,22 USD		
DHL compensation VER canceled 2026		FRT:			0,00 USD	credit to Interteam
DHL compensation ALM canceled 2026		FRT:				
K&N compensation canceled 2026		FRT:				
Ceva compensation canceled 2026		FRT:		0,00 USD		
TOTAL AMOUNT				2.117,74 USD	CREDIT OR DEBIT TO INTERTAEM	

Agreed special PLC :

SHIPPER	Consignee	Doc fee	Unstuffing	Admin	Tranmiss.	Port Transfer
Würth	Knipping/Globaltranz	USD 50,-	USD 28,-w/m			
Hansa Gateway	all	USD 70,-	USD 33,-w/m			
Geodis/LEGO		USD 15,-	USD 25,-w/m			
Fedex	Fedex	USD 25,-	USD 14,-w/m			
Logwin		USD 30,-	USD 15,-w/m			

Dear Customer, please note that any changes to payment terms or prepaid payer made after vessel departure and invoice issuance may incur a payer amendment fee.

MAERSK

NON-NEGOTIABLE WAYBILL

SCAC MAEU

B/L No. 721639012

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.
721639012

Export references
609HAM1633EECH

Svc Contract
299542652

Consignee (Negotiable only if consigned "to order", "to order of" a named Person or "to order of bearer". As principal, where "care of", "c/o", or other variants used.)
INTERTEAM, S.A. DE C.V. COLIMA 114,
INT 201 COLONIA ROMA, C.P. 06700
MEXICO CITY. TEL: +525555149897
TAX ID: INT961206ES7
CTC: MARCELA GODINEZ

This contract is subject to the terms, conditions and exceptions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of the current Maersk Bill of Lading (available from the Carrier, its agents and at terms.maersk.com/carriage), which are applicable with logical amendments (mutatis mutandis). To the extent necessary to enable the Consignee to sue and to be sued under this contract, the Shipper on entering into this contract does so on his own behalf and as agent for and on behalf of the Consignee and warrants that he has the authority to do so. The shipper shall be entitled to change the Consignee at any time before delivery of the goods provided he gives the Carrier reasonable notice in writing.
Delivery will be made to the Consignee or his authorised agent on production of reasonable proof of identity (and, in the case of an agent, reasonable proof of authority) without production of this waybill. The Carrier shall be under no liability whatsoever for misdelivery unless caused by the Carrier's negligence.

Notify Party (see clause 22)
SAME AS CONSIGNEE
EMAIL: IMPORT@INTERTEAM.COM.MX

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

Vessel	Voyage No.	Place of Receipt. Applicable only when document used as Multimodal Waybill
MAERSK DANUBE	636W	Hamburg
Port of Loading	**Port of Discharge**	**Place of Delivery. Applicable only when document used as Multimodal Transport B/L. (see clause 1)**
Bremerhaven	Veracruz *	

PARTICULARS FURNISHED BY SHIPPER

Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No.	Weight	Measurement
1 Container Said to Contain 43 PACKAGE HASU 432405-1 40/DRY 9'6 1 CASE GROSS WEIGHT: 607.000 KGS MEASUREMENT: 4.785 CBM JUMBO REEL TRUCK MANUAL BY LOGITRAN HS: 84271010 NAC: TETRA PAK 1 CASE GROSS WEIGHT: 607.000 KGS MEASUREMENT: 4.785 CBM JUMBO REEL TRUCK MANUAL BY LOGITRAN HS:84271010 NAC: TETRA PAK 9 PALLETS GROSS WEIGHT: 7307.000 KGS MEASUREMENT: 13.981 CBM	22960.100 KGS	52.499 CBM

VERIFY COPY

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	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit
Basic Ocean Freight	Prepaid	SACO SHIPPING GMBH	11314343	Maersk Deutschland (Hamburg)
Container Protect Essential	Collect			
Documentation fee - Destination	Collect			

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

Place of Issue of Waybill
Copenhagen

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$

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

Signed for the Carrier Maersk A/S

Maersk
As Agent(s)

This transport document has one or more numbered pages

For amendment journey use link - https://www.maersk.com/shipping-instruction/launch

S.T.C.
BUSBARS
HS-CODE: 76042910
1 PACKAGE GROSS WEIGHT: 497.000 KGS MEASUREMENT: 1.988 CBM

SPOT:27749322SEGOT01
F.A.K.
CONTINUOUS-ACTION
CONVEYORS
FOR
GOODS
MATERIALS
HS COSE:84283990
SPECIAL PROVISION 188
CONTINUOUS-ACTION
CONVEYORS
1 PIECES GROSS WEIGHT: 164.500 KGS MEASUREMENT: 0.350 CBM
S.T.C.
HEAT-EXCHANGE UNITS
(EXCL.
THOSE
USED WITH BOILERS AND
THOSE
MADE
OF FLUOROPOLYMERS WITH
INLET
AND
OUTLET TUBE BORES WITH
INSIDE
DIAMETERS MEASURING <=3
CM)
HS 84195080
NAC: TETRA PAK
1 PALLET GROSS WEIGHT: 275.000 KGS MEASUREMENT: 1.515 CBM
MEDICAL EQUIPMENT

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit
Terminal Handling Service - Destinatio	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)

HS CODE: 91081900
5 PACKAGES GROSS WEIGHT: 3928.000 KGS MEASUREMENT: 1.841 CBM
= 5 BUNDLES / LAMIFLEX
STEEL ROUND BARS
NET WEIGHT 3876,0 KGS
HS CODE 72222031,
72222021
AS PER DELIVERY NOTE
AL032608205
1 PALLET GROSS WEIGHT: 154.000 KGS MEASUREMENT: 0.192 CBM
S.T.C.
3075194571
AXP112-104L-F
S1S2S3S4T1T2T3T4WELDSOLD2"
(60.3
MM) /54.1 MM
HS 84195080
1 PALLET GROSS WEIGHT: 64.600 KGS MEASUREMENT: 0.539 CBM
PUMPS AND SPARE PARTS HS
CODE:
84139100
HSCODE: 841391
1 PACKAGE GROSS WEIGHT: 565.000 KGS MEASUREMENT: 1.008 CBM
GLASS COLOURS
HSCODE: 320720
HSCODE: 32072090
1 PACKAGE GROSS WEIGHT: 334.000 KGS MEASUREMENT: 0.423 CBM
PARTS FOR A BALER
HSCODE: 841221
4 PALLETS GROSS WEIGHT: 464.420 KGS MEASUREMENT: 4.542 CBM
COSMETICS
HS-CODE: 29362800,
39269097
6 PALLETS GROSS WEIGHT: 2855.000 KGS MEASUREMENT: 3.283 CBM
COMPONENTS FOR CAR

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit

CONVERTIBLE TOPS
AS PER PROFRMA INVOICE:
504141, 504140
HS CODE: 870899
1 PACKAGE GROSS WEIGHT: 1950.000 KGS MEASUREMENT: 4.603 CBM
PARTS OF APPARATUS FOR
FILTRATION AND CLEANING
HS CODE: 848390
4 PIECE GROSS WEIGHT: 2136.000 KGS MEASUREMENT: 1.615 CBM
FIXED RESISTORS FOR A
POWER OF 20 W OR LESS HS:
85332100
HSCODE: 853321
3 PALLETS GROSS WEIGHT: 607.000 KGS MEASUREMENT: 4.937 CBM
SHOES
HS CODE: 64034000
,60
2 PALLETS GROSS WEIGHT: 444.580 KGS MEASUREMENT: 2.112 CBM
CLIP GROMMET AND PARTS
INV: 719231, 719232
HS CODE: 400829

HASU4324051 40 DRY 9'6 43 PACKAGE 22960.100 KGS 52.499 CBM
Shipper Seal : B199106
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

Freight & Charges	Rate	Unit	Currency	Prepaid	Collect

Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit

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

www.shipco.com

SHIPCO TRANSPORT
Draft

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)	BOOKING NO.	BILL OF LADING NO.
GEODIS SWEDEN AB AGENT OF CARGO CONTAINER LINE LTD ROSENLUNDSGATAN 8, PO BOX 7091 40232 GOTHENBURG SWEDEN PHONE: +46 10 163 10 00	27749100	27749100
	EXPORT REFERENCES 176332 - SGOTS419632	

CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER)	FORWARDING AGENT, F.M.C. NO
GEODIS MEXICO, S.A. DE C.V. AV. INSURGENTES SUR NO. 1602, PISO 18 COL. CREDITO CONSTRUCTOR, CP. 03940 CIUDAD DE MEXICO, MEXICO	GEODIS WILSON SWEDEN AB BOX 7091 GOTEBORG 402 32 SE-SWEDEN 031429600 429665
	POINT AND COUNTRY OF ORIGIN OF GOODS
NOTIFY PARTY (COMPLETE NAME AND ADDRESS)	FOR DELIVERY PLEASE APPLY TO
SAME AS CONSIGNEE TAX ID: GWM790307NB0 TPCONTROLTOWER.FF.MX@GEODIS.COM PHONE: +52 55 2122 8700	INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	DOOR MALMO, 211 24	
EXPORT CARRIER (VESSEL/VOY/FLAG)	PORT OF LOADING	LOADING PIER/TERMINAL
MAERSK DANUBE 636W	BREMERHAVEN	DOOR / CFS
PORT OF DISCHARGE	PLACE OF DELIVERY BY ON CARRIER*	NUMBER OF ORIGINALS
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
TETRA PAK S.A.DE C.V. AV. EJERCITO NACIONAL NO. 843-B ANTARA POLANCO, TORRE PASEO COL. GRANADA 11520 MEXICO VERACRUZ PORT MX-11672779 PO 928800801 JUMBO REEL TRUCK MANUAL BY LOGITRANS	1	CASE STC JUMBO REEL TRUCK MANUAL BY LOGITRAN HS: 84271010 NAC: TETRA PAK	1338.206 Lbs 607.000 Kgs	168.986 Cbf 4.785 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
			TOTAL	TOTAL

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.

DATED
AT _____ ON _____
BY _____

DRAFT

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Draft

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)	BOOKING NO.	BILL OF LADING NO.
GEODIS SWEDEN AB AGENT OF CARGO CONTAINER LINE LTD ROSENLUNDSGATAN 8, PO BOX 7091 40232 GOTHENBURG SWEDEN PHONE: +46 10 163 10 00	27749100	27749100
	EXPORT REFERENCES 176332 - SGOTS419632	
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) GEODIS MEXICO, S.A. DE C.V. AV. INSURGENTES SUR NO. 1602, PISO 18 COL. CREDITO CONSTRUCTOR, CP. 03940 CIUDAD DE MEXICO, MEXICO	FORWARDING AGENT, F.M.C. NO GEODIS WILSON SWEDEN AB BOX 7091 GOTEBORG 402 32 SE-SWEDEN 031429600 429665	
	POINT AND COUNTRY OF ORIGIN OF GOODS	
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE TAX ID: GWM790307NB0 TPCONTROLTOWER.FF.MX@GEODIS.COM PHONE: +52 55 2122 8700	FOR DELIVERY PLEASE APPLY TO INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897	

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	DOOR MALMO, 211 24	
EXPORT CARRIER (VESSEL/VOY/FLAG)	PORT OF LOADING	LOADING PIER/TERMINAL
MAERSK DANUBE 636W	BREMERHAVEN	DOOR / CFS
PORT OF DISCHARGE	PLACE OF DELIVERY BY ON CARRIER*	NUMBER OF ORIGINALS
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
		FREIGHT PREPAID		
		Page 2 of 2 Total:	1338.206 Lbs 607.000 Kgs	168.986 Cbf 4.785 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
			TOTAL	TOTAL

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.

DATED AT GOTHENBURG ON SEP 11, 2026

BY **SHIPCO TRANSPORT**

DRAFT

1) DEFINITIONS
Bill: This Bill of Lading and terms, issued or intended to be issued by the Carrier on behalf of Merchant.
Carrier: The company stated as Carrier on the reverse of this Bill as signed by Carrier or their agents. This is not indicative of Carrier's legal capacity.
CFU: Customary Freight Unit as applied under COGSA for Goods not in packages and includes a shipping unit.
Charges: Any charges relating to or directly or indirectly connected to the Goods or Services, excluding Freight. These include but are not limited to charges that are: as provided by Carrier's tariff, dead freight, ad valorem, less than full container load service, currency adjustment factor, bunker adjustment factor, surcharges, any insurance charges; amending the Bill, handling, storage, demurrage, detention, any inspection; special freight for Services for special containers; return Freight; charges arising from sale or disposition of Goods and any other Charges or expenses whatsoever, directly or indirectly arising in relation to the Goods or Services.
COGSA: The Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936 and any amendments thereto.
Container: Any container, trailer, semi-trailer, swap body, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate or transport Goods and any connected/installed equipment thereof.
Defences: Without limitation all rights, immunities, exclusions, exemptions, monetary limitations, defences, and limitations of or exoneration from/to liability, provided by law and/or any terms of this Bill or contract which might abate, bar, defeat, exonerate or reduce any liability of Carrier. This also includes without limitation the Bill's Law & Jurisdiction clause.
Force Majeure: Any circumstances beyond the reasonable control of Carrier or Service Provider or their respective servants or agents that prevent, hinder or delay them from complying with or delaying or hindering all or part of their obligations including without limitation, any inherent difficulties of infrastructure, or of geographical, social or political difficulties of the countries traversed; strike, lock-out or any form of industrial action or withdrawal of labour of any kind; civil disturbance, riot, war (whether declared or recognised by any political authority or government or not), armed conflict, any act of terrorism, or any act of violence or threat; any circumstances or event involving nuclear radiation or substances; Act of God, fire, explosion, ice, snow, storms, flood, earthquake, volcanic eruption, tidal wave, epidemic or state of quarantine or any severe weather or any natural physical disaster; sanctions, embargoes; blockades; congestion; any embargoes; any arrest or restraint; any collision, stranding or sinking; any shortage of components or raw materials, lack of power supplies or telecommunications or lack of available facilities; any economic unviability to the Carrier or Service Provider; Service Providers' or any Persons' liquidation or bankruptcy or any cessation of trade; failures of any transportation network or infrastructure; any prohibition or restriction on import or export of state or governmental action.
Freight: The ocean and land-side carriage costs booked, excluding Charges.
Goods: In whole or in part, any moveable property of whatsoever type or nature supplied by or on behalf of Merchant. Includes without limitation any Container not supplied by Carrier.
Hague Rules: Provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
Hague-Visby Rules: Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and any subsequent amendments thereto.
Livestock: Any Goods that are living creatures or organisms.
Merchant: The shipper, the consignee, the receiver of the Goods, the holder of this Bill, any Person owning or entitled to the possession of the Goods or this Bill, any Person having a present or future interest in the Goods or Bill or any Person acting on behalf of any of the foregoing Persons.
Package: For limitation purposes: (i) The Container when the Goods are shipped in a Container. (ii) Where the Container is adjudged not to be a Package for limitation, then the skid, pallet, flat or other device used to consolidate the Goods to facilitate handling and transportation, whether such units of consolidation are disclosed in any portion or column on the reverse side hereof or not. (iii) Where there are no units of consolidation, then any box, carton, drum or any other packaging preparation used to facilitate the handling and transportation of the Goods. (iv) These package definitions do not apply to Goods shipped in bulk, and they supersede any inconsistent provision which may be printed, stamped or written elsewhere in this Bill.
Person(s): In whatever capacity individually or collectively any of the following: person, individual, limited liability company, business or partnership, joint venture, association, trust, government authority, body corporate or any entity or organisation and any of the foregoing's servants and agents.
Port Area: The period whilst within the confines of a port following delivery by the inland carrier to the port but prior to loading on the Vessel and also subsequent to discharge from the Vessel but prior to delivery from the port to the inland carrier, including but not limited to carriage to or from any container yard or container freight station within the port area and whilst stored or handled at such area, yard or freight station.
Port to Port Shipment: When only the port of loading and the port of discharge are shown on the reverse hereof and the place of acceptance and the final destination are unstipulated.
Service Provider(s): Excluding Carrier but otherwise includes but is not limited to any: Person, but excluding any government authority; or carrying or non-carrying Vessel, charterers, slot charterers, operators, managers, owners; stevedores or terminals; or groupage operators, road or rail transport operators; warehousemen; or any independent contractors or bailees; all parties' servants or agents including but not limited to Carrier's servants or agents of whatever type appointed by or on behalf of Carrier to perform the Services and whether in direct contractual privity with Carrier or not.
Services: All and every services or operations of whatsoever type or for any mode, and executed in any legal capacity including but not limited to ocean and inland carriage, transport, handling, warehousing and agency services undertaken or performed by or on behalf of Carrier or Service Provider in respect of or related to the Goods or any transaction or the acceptance of Merchant's instructions in the course of business whether gratuitous or not, singly or combined.
Special Drawing Rights (SDRs): As defined by the International Monetary Fund.
Stuffed: Filled, consolidated, packed, loaded, stowed or secured.
Through Transport: Arises where the Services extend beyond a Port to Port Shipment.
Vessel: Any waterborne craft used for Services under this Bill including but not limited to ocean vessels, feeder vessels, barges and other inland water vessels, and substituted vessels, whether named in Bill or not.

2) CARRIER'S TARIFF
The provisions of Carrier's tariff are incorporated herein. A copy of the tariff is available at Carrier's website as stated on the reverse hereof or otherwise upon request and is obtainable from any regulatory body with whom the tariff has been filed. In the case of inconsistency or conflict or contradiction between this Bill and the tariff, the terms of this Bill prevail.

3) WARRANTY OF AUTHORITY
Merchant warrants and agrees that they are or have the necessary authority to enter into any contract of Services and that they are jointly and severally bound by these terms.

4) NON-NEGOTIABILITY OF THE BILL
This Bill is non-negotiable, unless made out "to order" or to "Bearer" in which case it is negotiable and constitutes title to the Goods. The lawful holder of a negotiable Bill is entitled to receive or to transfer the Goods herein described. Unless the Merchant requests to the contrary and such request is agreed in writing by Carrier, if on the reverse the Bill is consigned directly to a named or nominated party or the Bill is described as "Express" then this Bill is non-negotiable and delivery may be made to the named or nominated party on reasonable proof of identity and without presentation of the Bill. Merchant agrees that such delivery shall constitute due delivery hereunder.

5) CERTAIN RIGHTS AND IMMUNITIES FOR CARRIER AND OTHER PARTIES
5.1 Carrier is entitled to sub-contract on any terms whatsoever the whole/part of Services to any Service Provider.
5.2 It is warranted and agreed by Merchant that: (i) the Carrier's servants or agents and all Service Providers appointed by or on behalf of Carrier for any Services, in consideration flowing from such appointment, are entitled to the benefit of all Defences and liberties hereunder: (ii) in no circumstances will any Person covered by clause 5 have any liability whatsoever or howsoever caused that is greater than that of Carrier to anyone other than Carrier.
5.3 The Defences and liberties provided in the Bill apply in any action against any Person covered by clause 5 whether based in contract, tort, indemnity, contribution, or any other cause of action.

6) CARRIER'S RESPONSIBILITY
6.1 (i) Merchant warrants and agrees: that Carrier is a non-vessel owning common carrier and does not own, operate, charter or lease Vessels or other means of transport, or engage in Goods handling or storage. Carrier as agents of Merchant will at their choice & discretion procure contracts with Service Providers or where necessary, and without liability for, government authorities on Merchant's behalf for any Services. Merchant is bound by and Carrier is entitled to any Defences in any tariffs, bills of lading or contracts by which such Service Providers or authorities are engaged to perform all or part of the Services. (ii) In all cases copies of the **Service Providers'/authorities' contracts, tariffs or bills of lading are available on request.**
(iii) When Hague or Hague-Visby Rules or COGSA regimes compulsorily apply, it is confirmed that liability of Carrier for loss of or damage to the Goods under (a) COGSA, does not exceed US$500 per Package or CFU and under (b) the Hague-Visby Rules does not exceed 666.67 SDRs per Package or 2 SDRs per kilogram of gross weight of the Goods, whichever is the higher and (c) the Hague Rules as compulsorily applicable. **Outside of these regimes this Bill imposes other limits. Notwithstanding, Merchant can elect to have higher compensation by declaring the value of the Goods in accordance with clause 6.3;** (iv) **Merchant's attention is drawn to limitations and exclusions herein, in clauses (amongst others) 6,7,7.4, 8 & 10.**

6.2 Port to Port Shipments
6.2.1 US shipments: If Bill includes carriage to/from the USA, Bill is subject to COGSA, the terms of which are incorporated herein and are paramount throughout the carriage by sea and for the entire time that Goods are in the actual custody of the Carrier or the Service Provider, including before loading onto or after discharge from the Vessel, in the Port Area.
6.2.2 Non-US shipments: In so far as Bill relates to carriage that is not to or from the USA; (i) Bill is subject to any law making the provisions of the Hague Rules or the Hague-Visby Rules, if any, applicable to Bill, and (ii) in respect of the period whilst Goods are in the Port Area and where the Hague Rules or Hague-Visby Rules are not compulsorily applicable, then Merchant appoints Carrier as agent to enter into any contracts on their behalf with any Person or applicable Service Provider for any Services and on any terms whatsoever **including terms less favourable than the terms in this Bill (copies of such terms being available on request).** (iii) (a) Carrier has no liability whatsoever for loss, damage, delay, non-delivery or mis-delivery of or to the Goods howsoever caused before loading onto or after discharge from the Vessel whilst at the Port Area, unless Goods are in Carrier's actual possession. (b) In the event that clause or part of clause 6.2.2 (a) is ineffective, then clause 7.4 applies.
6.2.3 Subject to any compulsory law, Hague and Hague-Visby Rules or COGSA (as applicable) shall also extend to any lighterage services and any waterborne carriage and to any coastal traffic or inland waterways. Reference to carriage by sea in the Hague or Hague-Visby Rules, COGSA or relative national law is deemed to include inland waterways.
6.2.4 Carrier is entitled to (and nothing herein operates to deprive or limit such entitlement) the full benefit and rights to all Defences and all rights conferred by any applicable law or regulation of any country (including but not limited to any provisions of Chapter 305 of Title 46 of the United States Code and any amendments thereto) and without prejudice to the generality of the foregoing also the benefit of any law or regulation whatsoever that is available to any Service Provider, including but not limited to the London Limitation Convention 1976 or any applicable convention or law governing the rights of shipowners or charterers to limit their liability in accordance with the Vessel's tonnage or value.

6.3 Through Transport
6.3.1 Carrier's Port to Port & Port Area liability for Through Transport is as per clause 6.2.
6.3.2 If for any reason clause 6.1(i) does not apply with regard to any Services and subject to clause 8.3, Merchant nevertheless acknowledges and agrees that Carrier's liability is determined in accordance with: (i) the contracts, tariffs, or bills of lading of any responsible Service Provider (& clause 6.1(ii) applies) or (ii) for shipments to or from the United States in compliance with the liability standards and defences of COGSA, or (iii) for monetary limitations clause 7.4 herein, whichever imposes the least liability on the Carrier, and (iv) where a Service Provider's lower monetary limitation is applicable Carrier is entitled to avail itself of such lower liability and under no circumstances whatsoever shall Carrier be liable to a greater extent than it can recover from the actual Service Provider engaged to perform the Services.
6.3.3 Subject to any compulsory legislation to the contrary and without prejudice to any other provisions of this Bill, if the place where the loss or damage occurred cannot be proven then Carrier's monetary liability will be determined by clause 7.4.
6.3.4 If the place where the loss or damage occurred can be proved:
6.3.5 Subject to clause 7.6, the liability of Carrier shall be determined by the provisions contained in any International Convention or law that is compulsorily applicable.
6.3.6 If there is no International Convention or other compulsory law applying, then Carrier's liability is determined by the provisions of this Bill.
6.3.7 Notice of Opting out of Carmack Amendment/ICC Termination Act of 1995: Where Through Transport commences or terminates in the United States, should for any reason it be determined that Carmack applies to the Services or this Bill, then the following applies: (i) Carrier shall arrange transport with US land Service Providers, either as ocean carriage as defined by 49 U.S.C. Section 13506, or if not so exempt, then as "contract carriage" as defined by 49 U.S.C. 13102(4), under this Bill. (ii) Merchant expressly waives all rights and remedies it may have as to Carrier and its appointed motor or rail carriers under 49 U.S.C. Subtitle IV, Part B (excluding §§ 13703, 13706, 14101 and 14103) to the full extent permitted by 49 U.S.C. § 14101(b)(1), each as amended from time to time.

7) GENERAL LIABILITY AND OTHER PROVISIONS
7.1 Where Carrier's liability arises from a cause which is only contributory, Carrier is only liable to the extent that those factors have contributed to the loss or damage.
7.2.1 Subject to any Carrier's Defences, any agreed liability shall be calculated by reference to the value of the Goods as determined by any compulsory law applying or,
7.2.2 if there is no applicable compulsory law then by the FOB/FCA value of the Goods at the place and time at which they were accepted for Carriage, or
7.3 if 7.2.1 & 7.2.2 do not apply then the value shall be calculated by reference to the wholesale value of Goods of the same kind and quality at the time and place of shipment.
7.4 MAXIMUM OF MONETARY LIABILITY: 7.4 (i) Notwithstanding any term or limitation herein to the contrary except clause 6.2.1, and subject to: any higher value declared pursuant to clause 8.3; Hague Rules, COGSA or the Hague-Visby Rules or any other mandatorily applicable; clause 7.5, 10.9 and 19.3; or should any Defences herein be held to not apply, and without prejudice to any agency status of Carrier, the Carrier's maximum liability is as per clause 7.4 (ii).
7.4 (ii) Carrier's maximum liability for loss or damage or delay or mis-delivery or any other liability whatsoever in direct or indirect connection with or howsoever arising from (including without limitation from negligence of any kind) the Goods or Services will not in any circumstances whatsoever exceed a sum of (a) US$500 per Package or CFU or (b) US$2.00 per kilo of the gross weight of the Goods affected or (c) the sum of Merchant's loss or the value of such Goods or (d) the Service Providers' monetary limits of liability, **whichever is the least.**
7.5 Carrier has no liability for correction costs for any erroneous shipment of Goods to an incorrect destination. Without prejudice to the foregoing or any other Carrier's rights and remedies, if Carrier is for some reason found liable in this respect, then any liability shall be limited to a maximum sum of US$2,500.00.
7.6 (i) Where international transport conventions or international or national law are compulsorily applicable, the Bill still applies. (ii) If any conflict exists between the Bill and such compulsory conditions the latter prevails to the extent of the conflict, but no further. (iii) The Bill applies to any silence or gaps or omissions in provisions in such compulsory conditions.
7.7 It is warranted/agreed that superheat/sust, condensation, or any mould or any like condition due to moisture is not a condition of damage but is inherent to the nature of particular Goods or transport conditions and any Carrier's or Service Provider's receipt of the Goods in apparent good order and condition is not a representation that such condition of Goods did not exist on receipt.

8) AD VALOREM, FORCE MAJEURE, EXCLUSIONS, DELAY, LIMITATIONS, AND TIME BAR
8.1 Force Majeure/Other Exclusions.
8.1.1 Carrier will be relieved from its duty to perform its obligations for the Services due to any Force Majeure event.
8.1.2 Under no circumstances whatsoever will Carrier have any liability directly or indirectly caused by: (i) Force Majeure or (ii) Other Exclusions as defined in clause 8.1.3.
8.1.3 Without prejudice to any other Defences, rights or remedies available to Carrier, Other Exclusions means exclusions of liabilities or obligations that are directly or indirectly related, connected or attributable to or by: (i) any act or error or omission or instructions or advices or breach of contract or warranty howsoever, of or from Merchant, (ii) wastage in bulk or weight, (iii) delay, (iv) latent defect, (v) any loss, damage or delay arising from inherent defect or quality or vice or nature of the Goods or (vi) insufficiency of packing or insufficiency or inadequacy of marks, (vii) any abandonment by Merchant, (viii) fire unless the fire was caused by the actual fault or privity of Carrier; (ix) any damage or loss or delay whatsoever and howsoever caused whilst the Goods are in the care custody or control of any government or other authority, including but not limited to government or other authority owned transit terminals, warehousing or during inspections by such government authority; (x) any liability NOT arising from or connected to the Carrier's negligence.
8.2 Delay/consequential & direct loss exclusions.
8.2.1 Carrier does not undertake or guarantee that the Goods or any documents relating thereto shall arrive or be available at any place or stage during the Services and by way of example and not by limitation at any particular time or to meet any particular requirement of any delivery, contract, sale, seasonal or other market, license, permission, convenience or credit of Merchant, or any marketing for or use of, the Goods.
8.2.2 In no circumstances whatsoever or howsoever caused (including negligence of any kind) will Carrier have any liability directly or indirectly caused by delay.
8.2.3 All exclusions of liability under this clause 8.2.3 by way of example and not limitation, apply to any losses that are direct and which flow from the natural cause of any breach or incident and also to indirect and consequential losses. These foregoing losses and any similar or like losses arising from any circumstance whatsoever are excluded (including but not limited to losses arising from negligence of any kind) whether or not the Carrier or the Merchant had knowledge or notice that all or any of the losses might be incurred: (i) Diminishment or loss of sale ability. (ii) Loss of or determent of: profits, sales or income or savings, real or potential future business, use (including but not limited to any losses for remedy and any losses already incurred or ongoing because of such loss of use), reputation, goodwill or production or increased costs of production. (iii) Increased costs of production (iv) Without limitation any business, or factory or office or scientific or exploration activity or other work environment of any kind that suffers or is threatened by any failure, interruption, suspension or stoppage or closure, of any kind and howsoever arising. (v) Any consequential stoppage, interruption or failure of any process or operation, of any description including without limitation any IT system, programme, equipment or process. (vi) Any increase in value from actual value of Goods caused by replacement value or by betterment. (vii) Due to non-viability of repair costs. (viii) Statutory or punitive damages. (ix) Fines or penalties. (x) Any pure economic losses. (xi) Any consequential, incidental, special losses or indirect damages.
8.2.4 Without prejudice to clause 8.2.2 or any other Carrier's rights and remedies whatsoever, if Carrier is for some reason found liable for delay, any such liability whatsoever or howsoever caused including but not limited to negligence of any kind, shall be limited to the Freight charged.
8.3 Ad Valorem: declared value for increased level of liability.
8.3.1(i) Notwithstanding any other provisions of this Bill, Merchant may request and obtain an increased level of liability higher than that otherwise provided for in this Bill, only by declaring in writing the value of the Goods and paying any additional Charges. Such request must be agreed in writing by Carrier prior to rendering Services. Such agreed declared value shall be substituted for the limits of liability for loss of or damage to Goods under this Bill. (ii) This declared value is not a guarantee that the true value of the Goods at destination is less than such declared value, the lower value shall be deemed to be the declared value. 8.3.1(iii) Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
8.3.2 Merchant agrees and warrants that ad valorem arrangements herein shall only apply to liability for loss of or damage to Goods.
8.4 Notification period and time bar (limitation of actions)
8.4.1 Carrier shall be deemed to have delivered Goods in the order and condition as described in this Bill unless written notice of any discrepancy indicating the general nature of such discrepancy is given at the place of delivery or at the time of the Services to the Person having the custody of the Person taking delivery under this Bill or if the loss or damage is not apparent, within three consecutive days thereafter.
8.4.2 (i) In any event Carrier shall be discharged of all liability whatsoever and howsoever arising from or in connection with the Goods or Services, including without limitation any claims for indemnity or contribution and (ii) all rights of the Merchant to claim from the Carrier or Service Provider are extinguished unless (a) suit is brought and (b) written notice thereof be given to Carrier, within one year after delivery of the Goods or the date when the Goods should have been delivered.
8.4.3 Notwithstanding clause 8.4.2, in cases where any Carrier's or Service Providers' liability arises or is caused from or attributable to or connected to (a) any agency Services provided by the Carrier or Service Provider or (b) the Carrier's or Service Providers' acts, errors or omissions or events or circumstance that occur or manifest outside of the port to port or Port Area period of transport or handling, then 8.4.2 applies except that Clause 8.4.2 (ii)(b) is deleted and replaced with: (b.i) written notice thereof be given to Carrier, within nine months from the date of the event or occurrence alleged to give rise to a cause of action against Carrier or, (b.ii) written notice thereof be given to Carrier within any period under the application of clause 6.3, whichever is the shortest period.

9) MERCHANT'S RESPONSIBILITY
Merchant agrees and warrants that:
9.1 the information, declaration, description and particulars of Goods furnished by Merchant including but not limited to weight, content, measure, quantity, quality, condition, marks, numbers, addressing and value, are correct and that they will inform Carrier in advance of any special conditions that may apply to the Goods or Services;
9.2 they will provide all documents, information and truthfully completed for the Services and that all Goods, documents, information and Merchant, comply with any laws or regulations or requirements whatsoever. Carrier is not obliged to check whether the Goods, documents or information provided by Merchant are correct, lawful or sufficient;
9.3 they will ensure that all Goods are properly prepared, packed or marked and labelled to inform the relevant parties, and in a manner to withstand the ordinary risks of the Services and the Goods having regard to their nature or the method of transport/handling and in compliance with all laws, rules, regulations and requirements (whether compulsorily applicable or not) that apply and that enhance or provide best practice for the security and safety of the Goods, Container and Services;
9.4 they will bear all relevant expenses & costs for return of Goods, change of destination or transhipment or arranging of delivery mode;
9.5 they will ensure that no Goods which are or may become dangerous, hazardous, inflammable, noxious, radioactive or damaging or which are or may become liable to damage any property or Person whatsoever shall be tendered to Carrier for Services without Carrier's consent in writing. If any such Goods are tendered without such written consent or required prior arrangements in writing/labelled as such, Carrier the Goods, whether pre-declared or not, are or are liable to become dangerous or hazardous or damaging, then no liability to Carrier will attach and the Goods may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant and without prejudice to Carrier's right to Freight & Charges and indemnity;
9.6 they will be liable by way of example and not by limitation for any direct or indirect loss, damage, delay, contamination, soiling, pollution, detention or demurrage, of whatsoever nature to or of: (i) the environment, or any property or Goods whatsoever (including but not limited to Containers) of Carrier or of the Service Providers or of any Person, or (ii) for death or injury to any Person, caused by any act or error or omission of Merchant or any Person acting on their behalf or for which Merchant is otherwise responsible and whether such events arose or occurred before or during or after the Services;
9.7.1 it is Merchant's sole responsibility and Merchant must provide to Carrier, electronically or by any means as mutually agreed, the Verified Gross Mass (VGM) of each Container prior to the deadline stipulated by Carrier for submission (Verified Cut off time). If VGM is not provided in time by the Merchant, Carrier shall be under no obligation to commence or continue Services for that Container;
9.7.2 Carrier may store, re-weigh or return the Container to the Merchant at Carrier's discretion and at Merchant's cost, if VGM is not so provided.

10) PROVISION AND STUFFING OF CONTAINERS
The Merchant warrants and agrees that:
10.1 without prejudice to any other rights and remedies, this Bill shall govern the responsibility and liability of Carrier and Merchant in connection with or arising from the supply or use of a Container to or from and by Merchant and for Merchant supplied Containers whether supplied or kept or used prior or during or subsequent to Services;
10.2 unless prior written agreement is given by Carrier and any additional freight has been paid or agreed to be paid, Carrier is under no obligation to provide a Container of any particular type or quality;
10.3 unless otherwise confirmed by Merchant and agreed by Carrier in writing, the Goods are not temperature sensitive and do not require any special Containers, handling, storage, stowage, care or facilities;
10.4 Goods may be Stuffed by Carrier in or on Containers and Goods may be Stuffed with other goods of whatsoever nature;
10.5 Carrier or Service Provider can palletise any un-palletised Goods, or breakdown pallets, skids or the like and any and all Goods or pallets and the like can be stacked upon unless prior to receipt of the Goods Carrier has agreed in writing with Merchant that the Goods will not be so stacked and that any Charges arising from such agreement are paid;
10.6 if a Container has been Stuffed by or on behalf of Merchant then Carrier is not liable for any loss of or damage or delay to the Goods caused by: (i) the way the Container has been Stuffed; or (ii) the unsuitability of or the defective condition of the Goods or their preparation for the Services or (iii) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls, humidity or ventilation settings; except if the Container is supplied by or on behalf of Carrier in such Container's condition or incorrect settings were not apparent upon proven diligence and inspection by the Merchant at or prior to Stuffing, then exclusion 10.6(iii) does not apply; or (iv) Stuffing Goods that are not at the correct temperature for carriage; or (v) inadequate or absence or incorrect supply of Merchant's information or instructions;
10.7 (i) Container must be delivered to Carrier with an intact high-security seal in place and photographic evidence of the seal number will be provided to Carrier, except where Carrier has given written agreement to seal the Container. In the event the Container is not so sealed by Merchant, Carrier reserves the right to return the Container to Merchant for resealing or to affix a seal, all at Merchant's cost. (ii) Carrier has no liability for damage or loss of Goods (a) in absence of such evidence, or (b) where any loss or discrepancy to Merchant's seal is evidenced prior to or after Carrier's care, custody or control, or (c) seal is intact on delivery to consignee.
10.8 Provided due diligence is exercised by Carrier to determine that Containers provided by them are in good working order prior to release to Merchant, Carrier has no liability for any delay, loss of or damage to the Goods directly or indirectly arising from any functioning or non-functioning of the Container or the temperature variant or humidity machinery or controls, insulation, or any apparatus of the Container (including but not limited to defects, derangement, breakdown or stoppage).
10.9 (i) Notwithstanding any particulars in this Bill, Carrier does not guarantee the maintenance of the temperature or humidity within a refrigerated or special Container irrespective of whether the Container is Stuffed or the temperature is set by Merchant or Carrier. (ii) Further, Carrier has no liability whatsoever if refrigerated Goods are carried in a range of plus or minus 2.5 degrees C (or Fahrenheit equivalent) from any temperature specified on the reverse side hereof.
10.10 Carrier is only liable for loss of or damage to Merchant supplied Container if caused by Carrier's negligence. Carrier's liability in this respect is limited to the market value at the time of such loss or damage or reasonable cost of repair of the Container, subject to deductions for betterment and fair wear and tear or 2 US$ per kilo of tare weight, whichever is least.
10.11 In no circumstances whatsoever will any property in, or lien or other rights in respect of any Container supplied by or on behalf of Carrier be transferred to Merchant or any Person.
10.12 Any Container supplied by or on behalf of Carrier must be returned empty & clean and in accordance with Carrier's instructions and in the same condition as received, failing which Merchant shall pay demurrage at the applicable rate & any additional costs of whatsoever nature occasioned by or related to such failure.

11) INSPECTION OF GOODS
Carrier or any Person authorized by Carrier shall be entitled, but not obliged, to open any Container or Package at any time and to inspect the Goods and at their sole discretion take whatever action that they deem necessary in relation to the Goods or Services. If Carrier exercises such liberty or if done by order of any government or other authority at any place, Carrier will not be liable for any loss or damage or delay incurred as a result. Merchant will be responsible for all Charges resulting from such inspection.

12) MATTERS AFFECTING PERFORMANCE
12.1 If at any time the Services are or are likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including but not limited to the Goods' condition, or late collection/delivery or abandonment or breach of clause 9, by the Merchant) whenever and howsoever arising and whether due to Force Majeure or otherwise or not whether or not the Services have commenced, Carrier may at its sole discretion and without prior notice to Merchant:
12.1.1 carry the Goods to the port of discharge or place of delivery or by an alternative route to that indicated on the reverse side hereof or that which is usual for Goods consigned to that port of discharge or place of delivery; or
12.1.2 suspend the Services (but otherwise not the contract) and store Goods ashore or afloat and endeavour to conclude delivery when reasonably possible, or
12.1.3 abandon the Services and/or reject the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place that Carrier may deem safe and convenient, whereupon the responsibility and any liability of Carrier in respect of such Goods and Services shall cease.
12.2 Without prejudice to any rights or remedies available to Carrier in accordance with this clause 12, Carrier is entitled to continue the Services.
12.3 In any event Merchant shall pay in full existing Freight & Charges and any additional Freight & Charges arising from or connected with any liberties of clause 12 exercised by the Carrier.
12.4 Carrier's responsibility for Goods shall cease on delivery or other disposition of the Goods in accordance with 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.

13) METHODS AND ROUTE OF TRANSPORTATION
13.1 Carrier may at any time and without notice to Merchant and notwithstanding any named ports or routes on the reverse side hereof:
13.1.1 use any means or modes of transport or storage whatsoever;
13.1.2 load or carry the Goods on any Vessel whether named on the reverse hereof or not, or by any other means of transport whatsoever;
13.1.3 transfer at any stopping place the Goods from or to a conveyance or Container for transhipping/transloading; or load, unload or store the Goods at any place or port or forward the same in any manner whatsoever, whether scheduled or not;
13.1.4 proceed at any speed, route, place or port at Carrier's discretion whether or not by the nearest or most direct or customary or scheduled route and proceed to or stay at any place whatsoever and whenever in any order;
13.1.5 comply with any orders, directions, or recommendations given by or from (i) any Person acting or purporting to act as or on behalf of a government or authority or having such authority; or (ii) Service Providers' or Persons', contractual authority;
13.1.6 proceed with or without pilots, to tow or be towed or to be dry-docked;
13.1.7 carry Livestock, explosives, munitions, dangerous or hazardous Goods or lawful Goods of any and all kinds.
13.2 (i) The liberties set out in 13.1 may be invoked by Carrier for any purposes whatsoever and whether or not connected with the Services. (ii) Anything done in accordance with 13.1 or any delay arising therefrom shall be deemed to be within the contractual carriage/Services and Merchant agrees and warrants that such liberties shall not be a deviation of whatsoever nature or degree and Carrier shall be entitled to full Charges and Freight incurred therefrom and to all Defences.

14) MERCHANT INDEMNITY
Without limiting Merchant's other indemnity obligations herein, Merchant agrees to fully indemnify and hold harmless Carrier against all claims or liabilities or damages or costs or expenses or duties, taxes or fines or penalties or imposts and any demands or charges or fees (including but not limited to attorneys' fees) or expenses, of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

15) DECK CARGO AND LIVESTOCK
15.1 Goods, containerised or not, may be carried on or under deck without notice to Merchant and Carrier will not be required to note on the Bill any statement of on-deck carriage. Merchant agrees and warrants that notwithstanding any liberties of clause 12 exercised by the Carrier, Carrier shall not be liable for any loss or damage of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

16) NOTIFICATION AND DELIVERY CLAUSE
16.1 Any mention in this Bill of parties to be notified of arrival of Goods is solely for information purposes. Carrier has no liability whatsoever for any failure to provide such notification and such failure shall not relieve Merchant of any obligations hereunder.
16.2 Merchant shall ensure that they take immediate delivery of Goods (i) as notified to the Merchant by the Carrier or (ii) in the absence of such notice on Vessel's discharge or at delivery point shown on reverse hereof.
16.3 If Merchant fails to take delivery of Goods in accordance with clause 16.2 Carrier may without notice remove the Goods from the Container and store the Goods ashore, afloat, in the open or under cover, at the sole risk and expense of Merchant. Such storage constitutes due delivery hereunder and thereupon all liability and responsibility whatsoever of Carrier ceases.
16.4 Merchant's attention is drawn to the expiry of free storage time and Merchant's liability for demurrage costs contained in Carrier's tariff and herein.
16.5 Once the time has expired, the Goods may be stored at the sole risk and expense (including but not limited to demurrage and storage) of Merchant. However, if Carrier believes that the Goods are likely to deteriorate, decay, lose value or incur Charges in excess of their value, Carrier may without notice to Merchant and without prejudice to any other rights or remedies, publicly or privately sell or dispose of the Goods and apply the proceeds to the Freight and any Charges.

17) BOTH-TO-BLAME COLLISION
17.1 If the Vessel comes into collision with another ship due to the negligence of the other ship and any act or neglect of the Carrier in the navigation or management of the Vessel, and Merchant receives compensation or damages paid or payable by the other non-carrying ship for any loss, damage or any claim whatsoever for the Goods or Services, the Merchant shall indemnify & hold harmless Carrier for any such compensation/damages to the extent the non-carrying ship seeks to set off, recoup or recover this from the Vessel or Carrier.
17.2 The provisions of 17.1 will also apply where the owners, operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects, are at fault in respect of a collision or contact.

18) GENERAL AVERAGE
18.1 Carrier may declare General Average (GA) at any place and GA is adjustable according to the current version of York-Antwerp Rules or as stated in the Service Provider's terms and conditions, at the option of Carrier. Merchant agrees to pay any GA and warrants that they shall provide any GA security as required by Carrier and shall jointly and severally contribute with the Service Provider in GA to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and any other charges incurred in respect of the Goods.
18.1 If a salvage ship is owned or operated by Carrier or Service Provider, salvage shall be paid as if the said salving ship or ships belonged to strangers. Such deposit as Carrier or Service Provider may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall be paid by Merchant to Carrier before delivery.
18.3 Merchant and the Goods must contribute to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods in the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise.
18.4 Carrier is not obliged to commence or continue any obligation to take any steps whatsoever to collect security for GA or salvage contributions due from Merchant.

19) FREIGHT AND CHARGES
19.1 Freight & Charges are irrevocably earned, and fully payable by Merchant and non-returnable in any event irrespective whether prepaid, collect or otherwise or whether Goods lost, damaged or delayed.
19.2 Freight & Charges are calculated from particulars furnished by Merchant. Carrier is entitled to production of the commercial invoice and packing list for the Goods or true copies thereof and to inspect, reweigh, remeasure and revalue the Goods. If the particulars are incorrect, Merchant shall pay Carrier the correct Freight & Charges (credit given for the Freight & Charges charged) and any costs incurred in establishing the correct particulars.
19.3 Irrespective of what is used to calculate any Freight or Charges, any Freight or Charges are to be considered for Carrier's liability purposes as "lump sum".
19.4 All Freight & Charges must be paid without any set off, counterclaim, or deduction.
19.5 When requested by any Person by Merchant in respect of any applicable Freight due to Carrier, such Person shall be considered the exclusive agent of Merchant for all purposes and any payment to such Person shall not be considered payment to Carrier. Failure of such Person to promptly pay any part of the Freight or Charges to Carrier shall be considered a default by Merchant in the payment of the Freight or Charges.
19.6 Should the Merchant fail to make timely payment of any Freight or Charges, Merchant shall be liable to Carrier for all costs and expenses of recovery of such sums from Merchant plus attorneys' fees, plus the higher of 6% interest or the available commercial interest rate in the country of recovery calculated from the due date of such sums.

20) LIEN
Carrier shall have a particular and general lien on any documents or Goods for all and any unpaid past or present sums whatsoever that are payable by Merchant to the Carrier in accordance with Services and for GA and salvage contributions to whomsoever due. Carrier can at their option hold Goods or sell the Goods at public or private sale without notice to Merchant to satisfy the lien in whole or in part. If the proceeds of sale are less than the costs and expenses including without limitation attorneys' fees fall to cover the amount due, then Carrier is entitled to recover any deficit from Merchant.

21) VARIATION OF THE CONTRACT
No amendment or waiver of or departure from any provision of this Bill shall be valid against Carrier unless such waiver or variation or departure is specifically authorised in writing by a director or officer of Carrier with actual authority to do so. Such waivers or consents by Carrier are not continuous and shall only be effective in the specific instances and purposes for which they are given.

22) PARTIAL INVALIDITY
If any provision of this Bill, in whole or in part, is held to be unenforceable by any court or Person so empowered, such unenforceability will attach only to such provision or part. Such holding will not aff

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) GEODIS SWEDEN AB AGENT OF CARGO CONTAINER LINE LTD ROSENLUNDSGATAN 8, PO BOX 7091 40232 GOTHENBURG SWEDEN PHONE: +46 10 163 10 00	BOOKING NO. 27749103 BILL OF LADING NO. 27749103 EXPORT REFERENCES 176331 - SGOTS419631
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) GEODIS MEXICO, S.A. DE C.V AV. INSURGENTES SUR NO. 1602, PISO 18 COL. CREDITO CONSTRUCTOR, CP. 03940 CIUDAD DE MEXICO, MEXICO	FORWARDING AGENT, F.M.C. NO GEODIS WILSON SWEDEN AB BOX 7091 GOTEBORG 402 32 SE-SWEDEN 031429600 429665 POINT AND COUNTRY OF ORIGIN OF GOODS
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE TAX ID: GWM790307NB0 TPCONTROLTOWER.FF.MX@GEODIS.COM PHONE: +52 55 2122 8700	FOR DELIVERY PLEASE APPLY TO INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	DOOR MALMO, 211 24	
EXPORT CARRIER (VESSEL/VOY/FLAG)	**PORT OF LOADING**	**LOADING PIER/TERMINAL**
MAERSK DANUBE 636W	BREMERHAVEN	DOOR / CFS
PORT OF DISCHARGE	**PLACE OF DELIVERY BY ON CARRIER***	**NUMBER OF ORIGINALS**
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
TETRA PAK S.A.DE C.V. AV. EJERCITO NACIONAL NO. 843-B ANTARA POLANCO, TORRE PASEO COL. GRANADA 11520 MEXICO VERACRUZ PORT MX-11785297 0929348130 JUMBO REEL TRUCK MANUAL BY LOGITRANS 78088/00451	1	CASES STC JUMBO REEL TRUCK MANUAL BY LOGITRAN HS:84271010 NAC: TETRA PAK	1338.206 Lbs 607.000 Kgs	168.986 Cbf 4.785 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
			TOTAL	TOTAL

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.

DATED
AT _____ ON _____
BY _____

DRAFT

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)	BOOKING NO.	BILL OF LADING NO.
GEODIS SWEDEN AB AGENT OF CARGO CONTAINER LINE LTD ROSENLUNDSGATAN 8, PO BOX 7091 40232 GOTHENBURG SWEDEN PHONE: +46 10 163 10 00	27749103	27749103
	EXPORT REFERENCES 176331 - SGOTS419631	
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) GEODIS MEXICO, S.A. DE C.V AV. INSURGENTES SUR NO. 1602, PISO 18 COL. CREDITO CONSTRUCTOR, CP. 03940 CIUDAD DE MEXICO, MEXICO	FORWARDING AGENT, F.M.C. NO GEODIS WILSON SWEDEN AB BOX 7091 GOTEBORG 402 32 SE-SWEDEN 031429600 429665	
	POINT AND COUNTRY OF ORIGIN OF GOODS	
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE TAX ID: GWM790307NB0 TPCONTROLTOWER.FF.MX@GEODIS.COM PHONE: +52 55 2122 8700	FOR DELIVERY PLEASE APPLY TO INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897	

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	DOOR MALMO, 211 24	
EXPORT CARRIER (VESSEL/VOY/FLAG)	PORT OF LOADING	LOADING PIER/TERMINAL
MAERSK DANUBE 636W	BREMERHAVEN	DOOR / CFS
PORT OF DISCHARGE	PLACE OF DELIVERY BY ON CARRIER*	NUMBER OF ORIGINALS
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
		FREIGHT PREPAID		
		Page 2 of 2 Total:	1338.206 Lbs 607.000 Kgs	168.986 Cbf 4.785 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
			TOTAL	TOTAL

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.

DATED AT GOTHENBURG ON SEP 11, 2026

BY **SHIPCO TRANSPORT**

DRAFT

1) DEFINITIONS
Bill: This Bill of Lading and terms, issued or intended to be issued by the Carrier on behalf of Merchant.
Carrier: The company stated as Carrier on the reverse of this Bill as signed by Carrier or their agents. This is not indicative of Carrier's legal capacity.
CFU: Customary Freight Unit as applied under COGSA for Goods not in packages and includes a shipping unit.
Charges: Any charges relating to or directly or indirectly connected to the Goods or Services, excluding Freight. These include but are not limited to charges that are: as provided by Carrier's tariff, dead freight, ad valorem, less than full container load service, currency adjustment factor, bunker adjustment factor, surcharges, any insurance charges; amending the Bill, handling, storage, demurrage, detention, any inspection; special freight for Services for special containers; return Freight; charges arising from sale or disposition of Goods and any other Charges or expenses whatsoever, directly or indirectly arising in relation to the Goods or Services.
COGSA: The Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936 and any amendments thereto.
Container: Any container, trailer, semi-trailer, swap body, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate or transport Goods and any connected/installed equipment thereof.
Defences: Without limitation all rights, immunities, exclusions, exemptions, monetary limitations, defences, and limitations of or exoneration from/to liability, provided by law and/or any terms of this Bill or contract which might abate, bar, defeat, exonerate or reduce any liability of Carrier. This also includes without limitation the Bill's Law & Jurisdiction clause.
Force Majeure: Any circumstances beyond the reasonable control of Carrier or Service Provider or their respective servants or agents that prevent, hinder or delay them from complying with or delaying or hindering all or part of their obligations including without limitation, any inherent difficulties of infrastructure, or of geographical, social or political difficulties of the countries traversed; strike, lock-out or any form of industrial action or withdrawal of labour of any kind; civil disturbance, riot, war (whether declared or recognised by any political authority or government or not), armed conflict, any act of terrorism, or any act of violence or threat; any circumstances or event involving nuclear radiation or substances; Act of God, fire, explosion, ice, snow, storms, flood, earthquake, volcanic eruption, tidal wave, epidemic or state of quarantine or any severe weather or any natural physical disaster; sanctions, embargoes; blockades; congestion; any embargoes; any arrest or restraint; any collision, stranding or sinking; any shortage of components or raw materials, lack of power supplies or telecommunications or lack of available facilities; any economic unviability to the Carrier or Service Provider; Service Providers' or any Persons' liquidation or bankruptcy or any cessation of trade; failures of any transportation network or infrastructure; any prohibition or restriction on import or export of state or governmental action.
Freight: The ocean and land-side carriage costs booked, excluding Charges.
Goods: In whole or in part, any moveable property of whatsoever type or nature supplied by or on behalf of Merchant. Includes without limitation any Container not supplied by Carrier.
Hague Rules: Provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
Hague-Visby Rules: Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and any subsequent amendments thereto.
Livestock: Any Goods that are living creatures or organisms.
Merchant: The shipper, the consignee, the receiver of the Goods, the holder of this Bill, any Person owning or entitled to the possession of the Goods or this Bill, any Person having a present or future interest in the Goods or Bill or any Person acting on behalf of any of the foregoing Persons.
Package: For limitation purposes: (i) The Container when the Goods are shipped in a Container. (ii) Where the Container is adjudged not to be a Package for limitation, then the skid, pallet, flat or other device used to consolidate the Goods to facilitate handling and transportation, whether such units of consolidation are disclosed in any portion or column on the reverse side hereof or not. (iii) Where there are no units of consolidation, then any box, carton, drum or any other packaging preparation used to facilitate the handling and transportation of the Goods. (iv) These package definitions do not apply to Goods shipped in bulk, and they supersede any inconsistent provision which may be printed, stamped or written elsewhere in this Bill.
Person(s): In whatever capacity individually or collectively any of the following: person, individual, limited liability company, business or partnership, joint venture, association, trust, government authority, body corporate or any entity or organisation and any of the foregoing's servants and agents.
Port Area: The period whilst within the confines of a port following delivery by the inland carrier to the port but prior to loading on the Vessel and also subsequent to discharge from the Vessel but prior to delivery from the port to the inland carrier, including but not limited to carriage to or from any container yard or container freight station within the port area and whilst stored or handled at such area, yard or freight station.
Port to Port Shipment: When only the port of loading and the port of discharge are shown on the reverse hereof and the place of acceptance and the final destination are unstipulated.
Service Provider(s): Excluding Carrier but otherwise includes but is not limited to any: Person, but excluding any government authority; or carrying or non-carrying Vessel, charterers, slot charterers, operators, managers, owners; stevedores or terminals; or groupage operators, road or rail transport operators; warehousemen; or any independent contractors or bailees; all parties' servants or agents including but not limited to Carrier's servants or agents of whatever type appointed by or on behalf of Carrier to perform the Services and whether in direct contractual privity with Carrier or not.
Services: All and every services or operations of whatsoever type or for any mode, and executed in any legal capacity including but not limited to ocean and inland carriage, transport, handling, warehousing and agency services undertaken or performed by or on behalf of Carrier or Service Provider in respect of or related to the Goods or any transaction or the acceptance of Merchant's instructions in the course of business whether gratuitous or not, singly or combined.
Special Drawing Rights (SDRs): As defined by the International Monetary Fund.
Stuffed: Filled, consolidated, packed, loaded, stowed or secured.
Through Transport: Arises where the Services extend beyond a Port to Port Shipment.
Vessel: Any waterborne craft used for Services under this Bill including but not limited to ocean vessels, feeder vessels, barges and other inland water vessels, and substituted vessels, whether named in Bill or not.

2) CARRIER'S TARIFF
The provisions of Carrier's tariff are incorporated herein. A copy of the tariff is available at Carrier's website as stated on the reverse hereof or otherwise upon request and is obtainable from any regulatory body with whom the tariff has been filed. In the case of inconsistency or conflict or contradiction between this Bill and the tariff, the terms of this Bill prevail.

3) WARRANTY OF AUTHORITY
Merchant warrants and agrees that they are or have the necessary authority to enter into any contract of Services and that they are jointly and severally bound by these terms.

4) NON-NEGOTIABILITY OF THE BILL
This Bill is non-negotiable, unless made out "to order" or to "Bearer" in which case it is negotiable and constitutes title to the Goods. The lawful holder of a negotiable Bill is entitled to receive or to transfer the Goods herein described. Unless the Merchant requests to the contrary and such request is agreed in writing by Carrier, if on the reverse the Bill is consigned directly to a named or nominated party or the Bill is described as "Express" then this Bill is non-negotiable and delivery may be made to the named or nominated party on reasonable proof of identity and without presentation of the Bill. Merchant agrees that such delivery shall constitute due delivery hereunder.

5) CERTAIN RIGHTS AND IMMUNITIES FOR CARRIER AND OTHER PARTIES
5.1 Carrier is entitled to sub-contract on any terms whatsoever the whole/part of Services to any Service Provider.
5.2 It is warranted and agreed by Merchant that: (i) the Carrier's servants or agents and all Service Providers appointed by or on behalf of Carrier for any Services, in consideration flowing from such appointment, are entitled to the benefit of all Defences and liberties hereunder: (ii) in no circumstances will any Person covered by clause 5 have any liability whatsoever or howsoever caused that is greater than that of Carrier to anyone other than Carrier.
5.3 The Defences and liberties provided in the Bill apply in any action against any Person covered by clause 5 whether based in contract, tort, indemnity, contribution, or any other cause of action.

6) CARRIER'S RESPONSIBILITY
6.1 (i) Merchant warrants and agrees: that Carrier is a non-vessel owning common carrier and does not own, operate, charter or lease Vessels or other means of transport, or engage in Goods handling or storage. Carrier as agents of Merchant will at their choice & discretion procure contracts with Service Providers or where necessary, and without liability for, government authorities on Merchant's behalf for any Services. Merchant is bound by and Carrier is entitled to any Defences in any tariffs, bills of lading or contracts by which such Service Providers or authorities are engaged to perform all or part of the Services. (ii) In all cases copies of the **Service Providers'/authorities' contracts, tariffs or bills of lading are available on request.**
(iii) When Hague or Hague-Visby Rules or COGSA regimes compulsorily apply, it is confirmed that liability of Carrier for loss of or damage to the Goods under (a) COGSA, does not exceed US$500 per Package or CFU and under (b) the Hague-Visby Rules does not exceed 666.67 SDRs per Package or 2 SDRs per kilogram of gross weight of the Goods, whichever is the higher and (c) the Hague Rules as compulsorily applicable. **Outside of these regimes this Bill imposes other limits. Notwithstanding, Merchant can elect to have higher compensation by declaring the value of the Goods in accordance with clause 6.3;** (iv) **Merchant's attention is drawn to limitations and exclusions herein, in clauses (amongst others) 6,7,7.4, 8 & 10.**

6.2 Port to Port Shipments
6.2.1 US shipments: If Bill includes carriage to/from the USA, Bill is subject to COGSA, the terms of which are incorporated herein and are paramount throughout the carriage by sea and for the entire time that Goods are in the actual custody of the Carrier or the Service Provider, including before loading onto or after discharge from the Vessel, in the Port Area.
6.2.2 Non-US shipments: In so far as Bill relates to carriage that is not to or from the USA; (i) Bill is subject to any law making the provisions of the Hague Rules or the Hague-Visby Rules, if any, applicable to Bill, and (ii) in respect of the period whilst Goods are in the Port Area and where the Hague Rules or Hague-Visby Rules are not compulsorily applicable, then Merchant appoints Carrier as agent to enter into any contracts on their behalf with any Person or applicable Service Provider for any Services and on any terms whatsoever **including terms less favourable than the terms in this Bill (copies of such terms being available on request).** (iii) (a) Carrier has no liability whatsoever for loss, damage, delay, non-delivery or mis-delivery of or to the Goods howsoever caused before loading onto or after discharge from the Vessel whilst at the Port Area, unless Goods are in Carrier's actual possession. (b) In the event that clause or part of clause 6.2.2 (a) is ineffective, then clause 7.4 applies.
6.2.3 Subject to any compulsory law, Hague and Hague-Visby Rules or COGSA (as applicable) shall also extend to any lighterage services and any waterborne carriage and to any coastal traffic or inland waterways. Reference to carriage by sea in the Hague or Hague-Visby Rules, COGSA or relative national law is deemed to include inland waterways.
6.2.4 Carrier is entitled to (and nothing herein operates to deprive or limit such entitlement) the full benefit and rights to all Defences and all rights conferred by any applicable law or regulation of any country (including but not limited to any provisions of Chapter 305 of Title 46 of the United States Code and any amendments thereto) and without prejudice to the generality of the foregoing also the benefit of any law or regulation whatsoever that is available to any Service Provider, including but not limited to the London Limitation Convention 1976 or any applicable convention or law governing the rights of shipowners or charterers to limit their liability in accordance with the Vessel's tonnage or value.

6.3 Through Transport
6.3.1 Carrier's Port to Port & Port Area liability for Through Transport is as per clause 6.2.
6.3.2 If for any reason clause 6.1(i) does not apply with regard to any Services and subject to clause 8.3, Merchant nevertheless acknowledges and agrees that Carrier's liability is determined in accordance with: (i) the contracts, tariffs, or bills of lading of any responsible Service Provider (& clause 6.1(ii) applies) or (ii) for shipments to or from the United States in compliance with the liability standards and defences of COGSA, or (iii) for monetary limitations clause 7.4 herein, whichever imposes the least liability on the Carrier, and (iv) where a Service Provider's lower monetary limitation is applicable Carrier is entitled to avail itself of such lower liability and under no circumstances whatsoever shall Carrier be liable to a greater extent than it can recover from the actual Service Provider engaged to perform the Services.
6.3.3 Subject to any compulsory legislation to the contrary and without prejudice to any other provisions of this Bill, if the place where the loss or damage occurred cannot be proven then Carrier's monetary liability will be determined by clause 7.4.
6.3.4 If the place where the loss or damage occurred can be proved:
6.3.5 Subject to clause 7.6, the liability of Carrier shall be determined by the provisions contained in any International Convention or law that is compulsorily applicable.
6.3.6 If there is no International Convention or other compulsory law applying, then Carrier's liability is determined by the provisions of this Bill.
6.3.7 Notice of Opting out of Carmack Amendment/ICC Termination Act of 1995: Where Through Transport commences or terminates in the United States, should for any reason it be determined that Carmack applies to the Services or this Bill, then the following applies: (i) Carrier shall arrange transport with US land Service Providers, either as ocean carriage as defined by 49 U.S.C. Section 13506, or if not so exempt, then as "contract carriage" as defined by 49 U.S.C. 13102(4), under this Bill. (ii) Merchant expressly waives all rights and remedies it may have as to Carrier and its appointed motor or rail carriers under 49 U.S.C. Subtitle IV, Part B (excluding §§ 13703, 13706, 14101 and 14103) to the full extent permitted by 49 U.S.C. § 14101(b)(1), each as amended from time to time.

7) GENERAL LIABILITY AND OTHER PROVISIONS
7.1 Where Carrier's liability arises from a cause which is only contributory, Carrier is only liable to the extent that those factors have contributed to the loss or damage.
7.2.1 Subject to any Carrier's Defences, any agreed liability shall be calculated by reference to the value of the Goods as determined by any compulsory law applying or,
7.2.2 if there is no applicable compulsory law then by the FOB/FCA value of the Goods at the place and time at which they were accepted for Carriage, or
7.3 if 7.2.1 & 7.2.2 do not apply then the value shall be calculated by reference to the wholesale value of Goods of the same kind and quality at the time and place of shipment.
7.4 MAXIMUM OF MONETARY LIABILITY: 7.4 (i) Notwithstanding any term or limitation herein to the contrary except clause 6.2.1, and subject to: any higher value declared pursuant to clause 8.3; Hague Rules, COGSA or the Hague-Visby Rules or any other mandatorily applicable; clause 7.5, 10.9 and 19.3; or should any Defences herein be held to not apply, and without prejudice to any agency status of Carrier, the Carrier's maximum liability is as per clause 7.4 (ii).
7.4 (ii) Carrier's maximum liability for loss or damage or delay or mis-delivery or any other liability whatsoever in direct or indirect connection with or howsoever arising from (including without limitation from negligence of any kind) the Goods or Services will not in any circumstances whatsoever exceed a sum of (a) US$500 per Package or CFU or (b) US$2.00 per kilo of the gross weight of the Goods affected or (c) the sum of Merchant's loss or the value of such Goods or (d) the Service Providers' monetary limits of liability, **whichever is the least.**
7.5 Carrier has no liability for correction costs for any erroneous shipment of Goods to an incorrect destination. Without prejudice to the foregoing or any other Carrier's rights and remedies, if Carrier is for some reason found liable in this respect, then any liability shall be limited to a maximum sum of US$2,500.00.
7.6 (i) Where international transport conventions or international or national law are compulsorily applicable, the Bill still applies. (ii) If any conflict exists between the Bill and such compulsory conditions the latter prevails to the extent of the conflict, but no further. (iii) The Bill applies to any silence or gaps or omissions in provisions in such compulsory conditions.
7.7 It is warranted/agreed that superheat/sust, condensation, or any mould or any like condition due to moisture is not a condition of damage but is inherent to the nature of particular Goods or transport conditions and any Carrier's or Service Provider's receipt of the Goods in apparent good order and condition is not a representation that such condition of Goods did not exist on receipt.

8) AD VALOREM, FORCE MAJEURE, EXCLUSIONS, DELAY, LIMITATIONS, AND TIME BAR
8.1 Force Majeure/Other Exclusions.
8.1.1 Carrier will be relieved from its duty to perform its obligations for the Services due to any Force Majeure event.
8.1.2 Under no circumstances whatsoever will Carrier have any liability directly or indirectly caused by: (i) Force Majeure or (ii) Other Exclusions as defined in clause 8.1.3.
8.1.3 Without prejudice to any other Defences, rights or remedies available to Carrier, Other Exclusions means exclusions of liabilities or obligations that are directly or indirectly related, connected or attributable to or by: (i) any act or error or omission or instructions or advices or breach of contract or warranty howsoever, of or from Merchant, (ii) wastage in bulk or weight, (iii) delay, (iv) latent defect, (v) any loss, damage or delay arising from inherent defect or quality or vice or nature of the Goods or (vi) insufficiency of packing or insufficiency or inadequacy of marks, (vii) any abandonment by Merchant, (viii) fire unless the fire was caused by the actual fault or privity of Carrier; (ix) any damage or loss or delay whatsoever and howsoever caused whilst the Goods are in the care custody or control of any government or other authority, including but not limited to government or other authority owned transit terminals, warehousing or during inspections by such government authority; (x) any liability NOT arising from or connected to the Carrier's negligence.
8.2 Delay/consequential & direct loss exclusions.
8.2.1 Carrier does not undertake or guarantee that the Goods or any documents relating thereto shall arrive or be available at any place or stage during the Services and by way of example and not by limitation at any particular time or to meet any particular requirement of any delivery, contract, sale, seasonal or other market, license, permission, convenience or credit of Merchant, or any marketing for or use of, the Goods.
8.2.2 In no circumstances whatsoever or howsoever caused (including negligence of any kind) will Carrier have any liability directly or indirectly caused by delay.
8.2.3 All exclusions of liability under this clause 8.2.3 by way of example and not limitation, apply to any losses that are direct and which flow from the natural cause of any breach or incident and also to indirect and consequential losses. These foregoing losses and any similar or like losses arising from any circumstance whatsoever are excluded (including but not limited to losses arising from negligence of any kind) whether or not the Carrier or the Merchant had knowledge or notice that all or any of the losses might be incurred: (i) Diminishment or loss of sale ability. (ii) Loss of or determent of: profits, sales or income or savings, real or potential future business, use (including but not limited to any losses for remedy and any losses already incurred or ongoing because of such loss of use), reputation, goodwill or production or increased costs of production. (iii) Increased costs of production (iv) Without limitation any business, or factory or office or scientific or exploration activity or other work environment of any kind that suffers or is threatened by any failure, interruption, suspension or stoppage or closure, of any kind and howsoever arising. (v) Any consequential stoppage, interruption or failure of any process or operation, of any description including without limitation any IT system, programme, equipment or process. (vi) Any increase in value from actual value of Goods caused by replacement value or by betterment. (vii) Due to non-viability of repair costs. (viii) Statutory or punitive damages. (ix) Fines or penalties. (x) Any pure economic losses. (xi) Any consequential, incidental, special losses or indirect damages.
8.2.4 Without prejudice to clause 8.2.2 or any other Carrier's rights and remedies whatsoever, if Carrier is for some reason found liable for delay, any such liability whatsoever or howsoever caused including but not limited to negligence of any kind, shall be limited to the Freight charged.
8.3 Ad Valorem: declared value for increased level of liability.
8.3.1(i) Notwithstanding any other provisions of this Bill, Merchant may request and obtain an increased level of liability higher than that otherwise provided for in this Bill, only by declaring in writing the value of the Goods and paying any additional Charges. Such request must be agreed in writing by Carrier prior to rendering Services. Such agreed declared value shall be substituted for the limits of liability for loss of or damage to Goods under this Bill. (ii) This declared value is not a guarantee that the true value of the Goods at destination is less than such declared value, the lower value shall be deemed to be the declared value. 8.3.1(iii) Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
8.3.2 Merchant agrees and warrants that ad valorem arrangements herein shall only apply to liability for loss of or damage to Goods.
8.4 Notification period and time bar (limitation of actions)
8.4.1 Carrier shall be deemed to have delivered Goods in the order and condition as described in this Bill unless written notice of any discrepancy indicating the general nature of such discrepancy is given at the place of delivery or at the time of the Services to the Person having the custody of the Person taking delivery under this Bill or if the loss or damage is not apparent, within three consecutive days thereafter.
8.4.2 (i) In any event Carrier shall be discharged of all liability whatsoever and howsoever arising from or in connection with the Goods or Services, including without limitation any claims for indemnity or contribution and (ii) all rights of the Merchant to claim from the Carrier or Service Provider are extinguished unless (a) suit is brought and (b) written notice thereof be given to Carrier, within one year after delivery of the Goods or the date when the Goods should have been delivered.
8.4.3 Notwithstanding clause 8.4.2, in cases where any Carrier's or Service Providers' liability arises or is caused from or attributable to or connected to (a) any agency Services provided by the Carrier or Service Provider or (b) the Carrier's or Service Providers' acts, errors or omissions or events or circumstance that occur or manifest outside of the port to port or Port Area period of transport or handling, then 8.4.2 applies except that Clause 8.4.2 (ii)(b) is deleted and replaced with: (b.i) written notice thereof be given to Carrier, within nine months from the date of the event or occurrence alleged to give rise to a cause of action against Carrier or, (b.ii) written notice thereof be given to Carrier within any period under the application of clause 6.3, whichever is the shortest period.

9) MERCHANT'S RESPONSIBILITY
Merchant agrees and warrants that:
9.1 the information, declaration, description and particulars of Goods furnished by Merchant including but not limited to weight, content, measure, quantity, quality, condition, marks, numbers, addressing and value, are correct and that they will inform Carrier in advance of any special conditions that may apply to the Goods or Services;
9.2 they will provide all documents, information and truthfully completed for the Services and that all Goods, documents, information and Merchant, comply with any laws or regulations or requirements whatsoever. Carrier is not obliged to check whether the Goods, documents or information provided by Merchant are correct, lawful or sufficient;
9.3 they will ensure that all Goods are properly prepared, packed or marked and labelled to inform the relevant parties, and in a manner to withstand the ordinary risks of the Services and the Goods having regard to their nature or the method of transport/handling and in compliance with all laws, rules, regulations and requirements (whether compulsorily applicable or not) that apply and that enhance or provide best practice for the security and safety of the Goods, Container and Services;
9.4 they will bear all relevant expenses & costs for return of Goods, change of destination or transhipment or arranging of delivery mode;
9.5 they will ensure that no Goods which are or may become dangerous, hazardous, inflammable, noxious, radioactive or damaging or which are or may become liable to damage any property or Person whatsoever shall be tendered to Carrier for Services without Carrier's consent in writing. If any such Goods are tendered without such written consent or required prior arrangements in writing/labelled as such, Carrier the Goods, whether pre-declared or not, are or are liable to become dangerous or hazardous or damaging, then no liability to Carrier will attach and the Goods may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant and without prejudice to Carrier's right to Freight & Charges and indemnity;
9.6 they will be liable by way of example and not by limitation for any direct or indirect loss, damage, delay, contamination, soiling, pollution, detention or demurrage, of whatsoever nature to or of: (i) the environment, or any property or Goods whatsoever (including but not limited to Containers) of Carrier or of the Service Providers or of any Person, or (ii) for death or injury to any Person, caused by any act or error or omission of Merchant or any Person acting on their behalf or for which Merchant is otherwise responsible and whether such events arose or occurred before or during or after the Services;
9.7.1 it is Merchant's sole responsibility and Merchant must provide to Carrier, electronically or by any means as mutually agreed, the Verified Gross Mass (VGM) of each Container prior to the deadline stipulated by Carrier for submission (Verified Cut off time). If VGM is not provided in time by the Merchant, Carrier shall be under no obligation to commence or continue Services for that Container;
9.7.2 Carrier may store, re-weigh or return the Container to the Merchant at Carrier's discretion and at Merchant's cost, if VGM is not so provided.

10) PROVISION AND STUFFING OF CONTAINERS
The Merchant warrants and agrees that:
10.1 without prejudice to any other rights and remedies, this Bill shall govern the responsibility and liability of Carrier and Merchant in connection with or arising from the supply or use of a Container to or from and by Merchant and for Merchant supplied Containers whether supplied or kept or used prior or during or subsequent to Services;
10.2 unless prior written agreement is given by Carrier and any additional freight has been paid or agreed to be paid, Carrier is under no obligation to provide a Container of any particular type or quality;
10.3 unless otherwise confirmed by Merchant and agreed by Carrier in writing, the Goods are not temperature sensitive and do not require any special Containers, handling, storage, stowage, care or facilities;
10.4 Goods may be Stuffed by Carrier in or on Containers and Goods may be Stuffed with other goods of whatsoever nature;
10.5 Carrier or Service Provider can palletise any un-palletised Goods, or breakdown pallets, skids or the like and any and all Goods or pallets and the like can be stacked upon unless prior to receipt of the Goods Carrier has agreed in writing with Merchant that the Goods will not be so stacked and that any Charges arising from such agreement are paid;
10.6 if a Container has been Stuffed by or on behalf of Merchant then Carrier is not liable for any loss of or damage or delay to the Goods caused by: (i) the way the Container has been Stuffed; or (ii) the unsuitability of or the defective condition of the Goods or their preparation for the Services or (iii) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls, humidity or ventilation settings; except if the Container is supplied by or on behalf of Carrier in such Container's condition or incorrect settings were not apparent upon proven diligence and inspection by the Merchant at or prior to Stuffing, then exclusion 10.6(iii) does not apply; or (iv) Stuffing Goods that are not at the correct temperature for carriage; or (v) inadequate or absence or incorrect supply of Merchant's information or instructions;
10.7 (i) Container must be delivered to Carrier with an intact high-security seal in place and photographic evidence of the seal number will be provided to Carrier, except where Carrier has given written agreement to seal the Container. In the event the Container is not so sealed by Merchant, Carrier reserves the right to return the Container to Merchant for resealing or to affix a seal, all at Merchant's cost. (ii) Carrier has no liability for damage or loss of Goods (a) in absence of such evidence, or (b) where any loss or discrepancy to Merchant's seal is evidenced prior to or after Carrier's care, custody or control, or (c) seal is intact on delivery to consignee.
10.8 Provided due diligence is exercised by Carrier to determine that Containers provided by them are in good working order prior to release to Merchant, Carrier has no liability for any delay, loss of or damage to the Goods directly or indirectly arising from any functioning or non-functioning of the Container or the temperature variant or humidity machinery or controls, insulation, or any apparatus of the Container (including but not limited to defects, derangement, breakdown or stoppage).
10.9 (i) Notwithstanding any particulars in this Bill, Carrier does not guarantee the maintenance of the temperature or humidity within a refrigerated or special Container irrespective of whether the Container is Stuffed or the temperature is set by Merchant or Carrier. (ii) Further, Carrier has no liability whatsoever if refrigerated Goods are carried in a range of plus or minus 2.5 degrees C (or Fahrenheit equivalent) from any temperature specified on the reverse side hereof.
10.10 Carrier is only liable for loss of or damage to Merchant supplied Container if caused by Carrier's negligence. Carrier's liability in this respect is limited to the market value at the time of such loss or damage or reasonable cost of repair of the Container, subject to deductions for betterment and fair wear and tear or 2 US$ per kilo of tare weight, whichever is least.
10.11 In no circumstances whatsoever will any property in, or lien or other rights in respect of any Container supplied by or on behalf of Carrier be transferred to Merchant or any Person.
10.12 Any Container supplied by or on behalf of Carrier must be returned empty & clean and in accordance with Carrier's instructions and in the same condition as received, failing which Merchant shall pay demurrage at the applicable rate & any additional costs of whatsoever nature occasioned by or related to such failure.

11) INSPECTION OF GOODS
Carrier or any Person authorized by Carrier shall be entitled, but not obliged, to open any Container or Package at any time and to inspect the Goods and at their sole discretion take whatever action that they deem necessary in relation to the Goods or Services. If Carrier exercises such liberty or if done by order of any government or other authority at any place, Carrier will not be liable for any loss or damage or delay incurred as a result. Merchant will be responsible for all Charges resulting from such inspection.

12) MATTERS AFFECTING PERFORMANCE
12.1 If at any time the Services are or are likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including but not limited to the Goods' condition, or late collection/delivery or abandonment or breach of clause 9, by the Merchant) whenever and howsoever arising and whether due to Force Majeure or otherwise or not whether or not the Services have commenced, Carrier may at its sole discretion and without prior notice to Merchant:
12.1.1 carry the Goods to the port of discharge or place of delivery or by an alternative route to that indicated on the reverse side hereof or that which is usual for Goods consigned to that port of discharge or place of delivery; or
12.1.2 suspend the Services (but otherwise not the contract) and store Goods ashore or afloat and endeavour to conclude delivery when reasonably possible, or
12.1.3 abandon the Services and/or reject the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place that Carrier may deem safe and convenient, whereupon the responsibility and any liability of Carrier in respect of such Goods and Services shall cease.
12.2 Without prejudice to any rights or remedies available to Carrier in accordance with this clause 12, Carrier is entitled to continue the Services.
12.3 In any event Merchant shall pay in full existing Freight & Charges and any additional Freight & Charges arising from or connected with any liberties of clause 12 exercised by the Carrier.
12.4 Carrier's responsibility for Goods shall cease on delivery or other disposition of the Goods in accordance with 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.

13) METHODS AND ROUTE OF TRANSPORTATION
13.1 Carrier may at any time and without notice to Merchant and notwithstanding any named ports or routes on the reverse side hereof:
13.1.1 use any means or modes of transport or storage whatsoever;
13.1.2 load or carry the Goods on any Vessel whether named on the reverse hereof or not, or by any other means of transport whatsoever;
13.1.3 transfer at any stopping place the Goods from or to a conveyance or Container for transhipping/transloading; or load, unload or store the Goods at any place or port or forward the same in any manner whatsoever, whether scheduled or not;
13.1.4 proceed at any speed, route, place or port at Carrier's discretion whether or not by the nearest or most direct or customary or scheduled route and proceed to or stay at any place whatsoever and whenever in any order;
13.1.5 comply with any orders, directions, or recommendations given by or from (i) any Person acting or purporting to act as or on behalf of a government or authority or having such authority; or (ii) Service Providers' or Persons', contractual authority;
13.1.6 proceed with or without pilots, to tow or be towed or to be dry-docked;
13.1.7 carry Livestock, explosives, munitions, dangerous or hazardous Goods or lawful Goods of any and all kinds.
13.2 (i) The liberties set out in 13.1 may be invoked by Carrier for any purposes whatsoever and whether or not connected with the Services. (ii) Anything done in accordance with 13.1 or any delay arising therefrom shall be deemed to be within the contractual carriage/Services and Merchant agrees and warrants that such liberties shall not be a deviation of whatsoever nature or degree and Carrier shall be entitled to full Charges and Freight incurred therefrom and to all Defences.

14) MERCHANT INDEMNITY
Without limiting Merchant's other indemnity obligations herein, Merchant agrees to fully indemnify and hold harmless Carrier against all claims or liabilities or damages or costs or expenses or duties, taxes or fines or penalties or imposts and any demands or charges or fees (including but not limited to attorneys' fees) or expenses, of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

15) DECK CARGO AND LIVESTOCK
15.1 Goods, containerised or not, may be carried on or under deck without notice to Merchant and Carrier will not be required to note on the Bill any statement of on-deck carriage. Merchant agrees and warrants that notwithstanding any liberties of clause 12 exercised by the Carrier, Carrier shall not be liable for any loss or damage of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

16) NOTIFICATION AND DELIVERY CLAUSE
16.1 Any mention in this Bill of parties to be notified of arrival of Goods is solely for information purposes. Carrier has no liability whatsoever for any failure to provide such notification and such failure shall not relieve Merchant of any obligations hereunder.
16.2 Merchant shall ensure that they take immediate delivery of Goods (i) as notified to the Merchant by the Carrier or (ii) in the absence of such notice on Vessel's discharge or at delivery point shown on reverse hereof.
16.3 If Merchant fails to take delivery of Goods in accordance with clause 16.2 Carrier may without notice remove the Goods from the Container and store the Goods ashore, afloat, in the open or under cover, at the sole risk and expense of Merchant. Such storage constitutes due delivery hereunder and thereupon all liability and responsibility whatsoever of Carrier ceases.
16.4 Merchant's attention is drawn to the expiry of free storage time and Merchant's liability for demurrage costs contained in Carrier's tariff and herein.
16.5 Once the time has expired, the Goods may be stored at the sole risk and expense (including but not limited to demurrage and storage) of Merchant. However, if Carrier believes that the Goods are likely to deteriorate, decay, lose value or incur Charges in excess of their value, Carrier may without notice to Merchant and without prejudice to any other rights or remedies, publicly or privately sell or dispose of the Goods and apply the proceeds to the Freight and any Charges.

17) BOTH-TO-BLAME COLLISION
17.1 If the Vessel comes into collision with another ship due to the negligence of the other ship and any act or neglect of the Carrier in the navigation or management of the Vessel, and Merchant receives compensation or damages paid or payable by the other non-carrying ship for any loss, damage or any claim whatsoever for the Goods or Services, the Merchant shall indemnify & hold harmless Carrier for any such compensation/damages to the extent the non-carrying ship seeks to set off, recoup or recover this from the Vessel or Carrier.
17.2 The provisions of 17.1 will also apply where the owners, operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects, are at fault in respect of a collision or contact.

18) GENERAL AVERAGE
18.1 Carrier may declare General Average (GA) at any place and GA is adjustable according to the current version of York-Antwerp Rules or as stated in the Service Provider's terms and conditions, at the option of Carrier. Merchant agrees to pay any GA and warrants that they shall provide any GA security as required by Carrier and shall jointly and severally contribute with the Service Provider in GA to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and any other charges incurred in respect of the Goods.
18.1 If a salvage ship is owned or operated by Carrier or Service Provider, salvage shall be paid as if the said salving ship or ships belonged to strangers. Such deposit as Carrier or Service Provider may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall be paid by Merchant to Carrier before delivery.
18.3 Merchant and the Goods must contribute to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods in the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise.
18.4 Carrier is not obliged to commence or continue any obligation to take any steps whatsoever to collect security for GA or salvage contributions due from Merchant.

19) FREIGHT AND CHARGES
19.1 Freight & Charges are irrevocably earned, and fully payable by Merchant and non-returnable in any event irrespective whether prepaid, collect or otherwise or whether Goods lost, damaged or delayed.
19.2 Freight & Charges are calculated from particulars furnished by Merchant. Carrier is entitled to production of the commercial invoice and packing list for the Goods or true copies thereof and to inspect, reweigh, remeasure and revalue the Goods. If the particulars are incorrect, Merchant shall pay Carrier the correct Freight & Charges (credit given for the Freight & Charges charged) and any costs incurred in establishing the correct particulars.
19.3 Irrespective of what is used to calculate any Freight or Charges, any Freight or Charges are to be considered for Carrier's liability purposes as "lump sum".
19.4 All Freight & Charges must be paid without any set off, counterclaim, or deduction.
19.5 When requested by any Person by Merchant in respect of any applicable Freight due to Carrier, such Person shall be considered the exclusive agent of Merchant for all purposes and any payment to such Person shall not be considered payment to Carrier. Failure of such Person to promptly pay any part of the Freight or Charges to Carrier shall be considered a default by Merchant in the payment of the Freight or Charges.
19.6 Should the Merchant fail to make timely payment of any Freight or Charges, Merchant shall be liable to Carrier for all costs and expenses of recovery of such sums from Merchant plus attorneys' fees, plus the higher of 6% interest or the available commercial interest rate in the country of recovery calculated from the due date of such sums.

20) LIEN
Carrier shall have a particular and general lien on any documents or Goods for all and any unpaid past or present sums whatsoever that are payable by Merchant to the Carrier in accordance with Services and for GA and salvage contributions to whomsoever due. Carrier can at their option hold Goods or sell the Goods at public or private sale without notice to Merchant to satisfy the lien in whole or in part. If the proceeds of sale are less than the costs and expenses including without limitation attorneys' fees fall to cover the amount due, then Carrier is entitled to recover any deficit from Merchant.

21) VARIATION OF THE CONTRACT
No amendment or waiver of or departure from any provision of this Bill shall be valid against Carrier unless such waiver or variation or departure is specifically authorised in writing by a director or officer of Carrier with actual authority to do so. Such waivers or consents by Carrier are not continuous and shall only be effective in the specific instances and purposes for which they are given.

22) PARTIAL INVALIDITY
If any provision of this Bill, in whole or in part, is held to be unenforceable by any court or Person so empowered, such unenforceability will attach only to such provision or part. Such holding will not aff

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SHIPCO TRANSPORT
Draft

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)	BOOKING NO.	BILL OF LADING NO.
EXPEDITORS INTL. SVERIGE AB KANALVAGEN 12 (SE/RA/00015-01/0415) 194 61 UPPLANDS VASBY SWEDEN	27749322	27749322
	EXPORT REFERENCES STO92341	

CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER)	FORWARDING AGENT, F.M.C. NO
EXPEDITORS INTL DE MEXICO,SA DE CV INSURGENTES SUR 730 PISO 3 COL. DEL VALLE EIM95080293A MEXICO CITY DF 03104 MEXICO	EXPEDITORS INT'L SVERIGE AB MEJERIGATAN 1 GOTEBORG 412 76 SE-SWEDEN 0317333300 7333323
	POINT AND COUNTRY OF ORIGIN OF GOODS

NOTIFY PARTY (COMPLETE NAME AND ADDRESS)	FOR DELIVERY PLEASE APPLY TO
SAME AS CONSIGNEE	INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	GOTHENBURG	

EXPORT CARRIER (VESSEL/VOY/FLAG)	PORT OF LOADING	LOADING PIER/TERMINAL
MAERSK DANUBE 636W	BREMERHAVEN	CFS / CFS 2609323016

PORT OF DISCHARGE	PLACE OF DELIVERY BY ON CARRIER*	NUMBER OF ORIGINALS
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
EI REF: 6870032213 AMS NO, EXDO: 6870032213	1	PACKAGES STC SPOT:27749322SEGOT01 F.A.K. CONTINUOUS-ACTION CONVEYORS FOR GOODS MATERIALS HS COSE:84283990 SPECIAL PROVISION 188 CONTINUOUS-ACTION CONVEYORS FREIGHT COLLECT	1095.697 Lbs 497.000 Kgs	70.206 Cbf 1.988 Cbm
Container: MMMM777777/77777 Size/Type: 53' Trailer		Page 1 of 1 Total:	1095.697 Lbs 497.000 Kgs	70.206 Cbf 1.988 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID		COLLECT	
OCEAN FREIGHT	WM	74.00			USD	147.11
EMISSION TRADING SYSTEM SURCHARGE	WM	4.00			USD	7.95
EMERGENCY BUNKER	WM	12.00			USD	23.86
TERMINAL HANDLING CHARGE	M	178.00	SEK	353.86		
DOCUMENTATION	LS	345.00	SEK	345.00		
SOLAS ADMIN FEE	LS	15.00	EUR	15.00		
AES FILING FEE	LS	150.00	SEK	150.00		
AMS FILING FEE	LS	30.00	USD	30.00		
			TOTAL		TOTAL	
			EUR	15.00		
			SEK	848.86		
			USD	30.00	USD	178.92

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.

DATED AT GOTHENBURG ON SEP 11, 2026

BY **SHIPCO TRANSPORT**

1) DEFINITIONS
Bill: This Bill of Lading and terms, issued or intended to be issued by the Carrier on behalf of Merchant.
Carrier: The company stated as Carrier on the reverse of this Bill as signed by Carrier or their agents. This is not indicative of Carrier's legal capacity.
CFU: Customary Freight Unit as applied under COGSA for Goods not in packages and includes a shipping unit.
Charges: Any charges relating to or directly or indirectly connected to the Goods or Services, excluding Freight. These include but are not limited to charges that are: as provided by Carrier's tariff, dead freight, ad valorem, less than full container load service, currency adjustment factor, bunker adjustment factor, surcharges, any insurance charges; amending the Bill, handling, storage, demurrage, detention, any inspection; special freight for Services for special containers; return Freight; charges arising from sale or disposition of Goods and any other Charges or expenses whatsoever, directly or indirectly arising in relation to the Goods or Services.
COGSA: The Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936 and any amendments thereto.
Container: Any container, trailer, semi-trailer, swap body, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate or transport Goods and any connected/installed equipment thereof.
Defences: Without limitation all rights, immunities, exclusions, exemptions, monetary limitations, defences, and limitations of or exoneration from/to liability, provided by law and/or any terms of this Bill or contract which might abate, bar, defeat, exonerate or reduce any liability of Carrier. This also includes without limitation the Bill's Law & Jurisdiction clause.
Force Majeure: Any circumstances beyond the reasonable control of Carrier or Service Provider or their respective servants or agents that prevent, hinder or delay them from complying with or delaying or hindering all or part of their obligations including without limitation, any inherent difficulties of infrastructure, or of geographical, social or political difficulties of the countries traversed; strike, lock-out or any form of industrial action or withdrawal of labour of any kind; civil disturbance, riot, war (whether declared or recognised by any political authority or government or not), armed conflict, any act of terrorism, or any act of violence or threat; any circumstances or event involving nuclear radiation or substances; Act of God, fire, explosion, ice, snow, storms, flood, earthquake, volcanic eruption, tidal wave, epidemic or state of quarantine or any severe weather or any natural physical disaster; sanctions, embargoes; blockades; congestion; any embargoes; any arrest or restraint; any collision, stranding or sinking; any shortage of components or raw materials, lack of power supplies or telecommunications or lack of available facilities; any economic unviability to the Carrier or Service Provider; Service Providers' or any Persons' liquidation or bankruptcy or any cessation of trade; failures of any transportation network or infrastructure; any prohibition or restriction on import or export of state or governmental action.
Freight: The ocean and land-side carriage costs booked, excluding Charges.
Goods: In whole or in part, any moveable property of whatsoever type or nature supplied by or on behalf of Merchant. Includes without limitation any Container not supplied by Carrier.
Hague Rules: Provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
Hague-Visby Rules: Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and any subsequent amendments thereto.
Livestock: Any Goods that are living creatures or organisms.
Merchant: The shipper, the consignee, the receiver of the Goods, the holder of this Bill, any Person owning or entitled to the possession of the Goods or this Bill, any Person having a present or future interest in the Goods or Bill or any Person acting on behalf of any of the foregoing Persons.
Package: For limitation purposes: (i) The Container when the Goods are shipped in a Container. (ii) Where the Container is adjudged not to be a Package for limitation, then the skid, pallet, flat or other device used to consolidate the Goods to facilitate handling and transportation, whether such units of consolidation are disclosed in any portion or column on the reverse side hereof or not. (iii) Where there are no units of consolidation, then any box, carton, drum or any other packaging preparation used to facilitate the handling and transportation of the Goods. (iv) These package definitions do not apply to Goods shipped in bulk, and they supersede any inconsistent provision which may be printed, stamped or written elsewhere in this Bill.
Person(s): In whatever capacity individually or collectively any of the following: person, individual, limited liability company, business or partnership, joint venture, association, trust, government authority, body corporate or any entity or organisation and any of the foregoing's servants and agents.
Port Area: The period whilst within the confines of a port following delivery by the inland carrier to the port but prior to loading on the Vessel and also subsequent to discharge from the Vessel but prior to delivery from the port to the inland carrier, including but not limited to carriage to or from any container yard or container freight station within the port area and whilst stored or handled at such area, yard or freight station.
Port to Port Shipment: When only the port of loading and the port of discharge are shown on the reverse hereof and the place of acceptance and the final destination are unstipulated.
Service Provider(s): Excluding Carrier but otherwise includes but is not limited to any: Person, but excluding any government authority; or carrying or non-carrying Vessel, charterers, slot charterers, operators, managers, owners; stevedores or terminals; or groupage operators, road or rail transport operators; warehousemen; or any independent contractors or bailees; all parties' servants or agents including but not limited to Carrier's servants or agents of whatever type appointed by or on behalf of Carrier to perform the Services and whether in direct contractual privity with Carrier or not.
Services: All and every services or operations of whatsoever type or for any mode, and executed in any legal capacity including but not limited to ocean and inland carriage, transport, handling, warehousing and agency services undertaken or performed by or on behalf of Carrier or Service Provider in respect of or related to the Goods or any transaction or the acceptance of Merchant's instructions in the course of business whether gratuitous or not, singly or combined.
Special Drawing Rights (SDRs): As defined by the International Monetary Fund.
Stuffed: Filled, consolidated, packed, loaded, stowed or secured.
Through Transport: Arises where the Services extend beyond a Port to Port Shipment.
Vessel: Any waterborne craft used for Services under this Bill including but not limited to ocean vessels, feeder vessels, barges and other inland water vessels, and substituted vessels, whether named in Bill or not.

2) CARRIER'S TARIFF
The provisions of Carrier's tariff are incorporated herein. A copy of the tariff is available at Carrier's website as stated on the reverse hereof or otherwise upon request and is obtainable from any regulatory body with whom the tariff has been filed. In the case of inconsistency or conflict or contradiction between this Bill and the tariff, the terms of this Bill prevail.

3) WARRANTY OF AUTHORITY
Merchant warrants and agrees that they are or have the necessary authority to enter into any contract of Services and that they are jointly and severally bound by these terms.

4) NON-NEGOTIABILITY OF THE BILL
This Bill is non-negotiable, unless made out "to order" or to "Bearer" in which case it is negotiable and constitutes title to the Goods. The lawful holder of a negotiable Bill is entitled to receive or to transfer the Goods herein described. Unless the Merchant requests to the contrary and such request is agreed in writing by Carrier, if on the reverse the Bill is consigned directly to a named or nominated party or the Bill is described as "Express" then this Bill is non-negotiable and delivery may be made to the named or nominated party on reasonable proof of identity and without presentation of the Bill. Merchant agrees that such delivery shall constitute due delivery hereunder.

5) CERTAIN RIGHTS AND IMMUNITIES FOR CARRIER AND OTHER PARTIES
5.1 Carrier is entitled to sub-contract on any terms whatsoever the whole/part of Services to any Service Provider.
5.2 It is warranted and agreed by Merchant that: (i) the Carrier's servants or agents and all Service Providers appointed by or on behalf of Carrier for any Services, in consideration flowing from such appointment, are entitled to the benefit of all Defences and liberties hereunder: (ii) in no circumstances will any Person covered by clause 5 have any liability whatsoever or howsoever caused that is greater than that of Carrier to anyone other than Carrier.
5.3 The Defences and liberties provided in the Bill apply in any action against any Person covered by clause 5 whether based in contract, tort, indemnity, contribution, or any other cause of action.

6) CARRIER'S RESPONSIBILITY
6.1 (i) Merchant warrants and agrees: that Carrier is a non-vessel owning common carrier and does not own, operate, charter or lease Vessels or other means of transport, or engage in Goods handling or storage. Carrier as agents of Merchant will at their choice & discretion procure contracts with Service Providers or where necessary, and without liability for, government authorities on Merchant's behalf for any Services. Merchant is bound by and Carrier is entitled to any Defences in any tariffs, bills of lading or contracts by which such Service Providers or authorities are engaged to perform all or part of the Services. (ii) In all cases copies of the **Service Providers'/authorities' contracts, tariffs or bills of lading are available on request.**
(iii) When Hague or Hague-Visby Rules or COGSA regimes compulsorily apply, it is confirmed that liability of Carrier for loss of or damage to the Goods under (a) COGSA, does not exceed US$500 per Package or CFU and under (b) the Hague-Visby Rules does not exceed 666.67 SDRs per Package or 2 SDRs per kilogram of gross weight of the Goods, whichever is the higher and (c) the Hague Rules as compulsorily applicable. **Outside of these regimes this Bill imposes other limits. Notwithstanding, Merchant can elect to have higher compensation by declaring the value of the Goods in accordance with clause 6.3;** (iv) **Merchant's attention is drawn to limitations and exclusions herein, in clauses (amongst others) 6,7,7.4, 8 & 10.**

6.2 Port to Port Shipments
6.2.1 US shipments: If Bill includes carriage to/from the USA, Bill is subject to COGSA, the terms of which are incorporated herein and are paramount throughout the carriage by sea and for the entire time that Goods are in the actual custody of the Carrier or the Service Provider, including before loading onto or after discharge from the Vessel, in the Port Area.
6.2.2 Non-US shipments: In so far as Bill relates to carriage that is not to or from the USA; (i) Bill is subject to any law making the provisions of the Hague Rules or the Hague-Visby Rules, if any, applicable to Bill, and (ii) in respect of the period whilst Goods are in the Port Area and where the Hague Rules or Hague-Visby Rules are not compulsorily applicable, then Merchant appoints Carrier as agent to enter into any contracts on their behalf with any Person or applicable Service Provider for any Services and on any terms whatsoever **including terms less favourable than the terms in this Bill (copies of such terms being available on request).** (iii) (a) Carrier has no liability whatsoever for loss, damage, delay, non-delivery or mis-delivery of or to the Goods howsoever caused before loading onto or after discharge from the Vessel whilst at the Port Area, unless Goods are in Carrier's actual possession. (b) In the event that clause or part of clause 6.2.2 (a) is ineffective, then clause 7.4 applies.
6.2.3 Subject to any compulsory law, Hague and Hague-Visby Rules or COGSA (as applicable) shall also extend to any lighterage services and any waterborne carriage and to any coastal traffic or inland waterways. Reference to carriage by sea in the Hague or Hague-Visby Rules, COGSA or relative national law is deemed to include inland waterways.
6.2.4 Carrier is entitled to (and nothing herein operates to deprive or limit such entitlement) the full benefit and rights to all Defences and all rights conferred by any applicable law or regulation of any country (including but not limited to any provisions of Chapter 305 of Title 46 of the United States Code and any amendments thereto) and without prejudice to the generality of the foregoing also the benefit of any law or regulation whatsoever that is available to any Service Provider, including but not limited to the London Limitation Convention 1976 or any applicable convention or law governing the rights of shipowners or charterers to limit their liability in accordance with the Vessel's tonnage or value.

6.3 Through Transport
6.3.1 Carrier's Port to Port & Port Area liability for Through Transport is as per clause 6.2.
6.3.2 If for any reason clause 6.1(i) does not apply with regard to any Services and subject to clause 8.3, Merchant nevertheless acknowledges and agrees that Carrier's liability is determined in accordance with: (i) the contracts, tariffs, or bills of lading of any responsible Service Provider (& clause 6.1(ii) applies) or (ii) for shipments to or from the United States in compliance with the liability standards and defences of COGSA, or (iii) for monetary limitations clause 7.4 herein, whichever imposes the least liability on the Carrier, and (iv) where a Service Provider's lower monetary limitation is applicable Carrier is entitled to avail itself of such lower liability and under no circumstances whatsoever shall Carrier be liable to a greater extent than it can recover from the actual Service Provider engaged to perform the Services.
6.3.3 Subject to any compulsory legislation to the contrary and without prejudice to any other provisions of this Bill, if the place where the loss or damage occurred cannot be proven then Carrier's monetary liability will be determined by clause 7.4.
6.3.4 If the place where the loss or damage occurred can be proved:
6.3.5 Subject to clause 7.6, the liability of Carrier shall be determined by the provisions contained in any International Convention or law that is compulsorily applicable.
6.3.6 If there is no International Convention or other compulsory law applying, then Carrier's liability is determined by the provisions of this Bill.
6.3.7 Notice of Opting out of Carmack Amendment/ICC Termination Act of 1995: Where Through Transport commences or terminates in the United States, should for any reason it be determined that Carmack applies to the Services or this Bill, then the following applies: (i) Carrier shall arrange transport with US land Service Providers, either as ocean carriage as defined by 49 U.S.C. Section 13506, or if not so exempt, then as "contract carriage" as defined by 49 U.S.C. 13102(4), under this Bill. (ii) Merchant expressly waives all rights and remedies it may have as to Carrier and its appointed motor or rail carriers under 49 U.S.C. Subtitle IV, Part B (excluding §§ 13703, 13706, 14101 and 14103) to the full extent permitted by 49 U.S.C. § 14101(b)(1), each as amended from time to time.

7) GENERAL LIABILITY AND OTHER PROVISIONS
7.1 Where Carrier's liability arises from a cause which is only contributory, Carrier is only liable to the extent that those factors have contributed to the loss or damage.
7.2.1 Subject to any Carrier's Defences, any agreed liability shall be calculated by reference to the value of the Goods as determined by any compulsory law applying or,
7.2.2 if there is no applicable compulsory law then by the FOB/FCA value of the Goods at the place and time at which they were accepted for Carriage, or
7.3 if 7.2.1 & 7.2.2 do not apply then the value shall be calculated by reference to the wholesale value of Goods of the same kind and quality at the time and place of shipment.
7.4 MAXIMUM OF MONETARY LIABILITY: 7.4 (i) Notwithstanding any term or limitation herein to the contrary except clause 6.2.1, and subject to: any higher value declared pursuant to clause 8.3; Hague Rules, COGSA or the Hague-Visby Rules or any other mandatorily applicable; clause 7.5, 10.9 and 19.3; or should any Defences herein be held to not apply, and without prejudice to any agency status of Carrier, the Carrier's maximum liability is as per clause 7.4 (ii).
7.4 (ii) Carrier's maximum liability for loss or damage or delay or mis-delivery or any other liability whatsoever in direct or indirect connection with or howsoever arising from (including without limitation from negligence of any kind) the Goods or Services will not in any circumstances whatsoever exceed a sum of (a) US$500 per Package or CFU or (b) US$2.00 per kilo of the gross weight of the Goods affected or (c) the sum of Merchant's loss or the value of such Goods or (d) the Service Providers' monetary limits of liability, **whichever is the least.**
7.5 Carrier has no liability for correction costs for any erroneous shipment of Goods to an incorrect destination. Without prejudice to the foregoing or any other Carrier's rights and remedies, if Carrier is for some reason found liable in this respect, then any liability shall be limited to a maximum sum of US$2,500.00.
7.6 (i) Where international transport conventions or international or national law are compulsorily applicable, the Bill still applies. (ii) If any conflict exists between the Bill and such compulsory conditions the latter prevails to the extent of the conflict, but no further. (iii) The Bill applies to any silence or gaps or omissions in provisions in such compulsory conditions.
7.7 It is warranted/agreed that superheat/sust, condensation, or any mould or any like condition due to moisture is not a condition of damage but is inherent to the nature of particular Goods or transport conditions and any Carrier's or Service Provider's receipt of the Goods in apparent good order and condition is not a representation that such condition of Goods did not exist on receipt.

8) AD VALOREM, FORCE MAJEURE, EXCLUSIONS, DELAY, LIMITATIONS, AND TIME BAR
8.1 Force Majeure/Other Exclusions.
8.1.1 Carrier will be relieved from its duty to perform its obligations for the Services due to any Force Majeure event.
8.1.2 Under no circumstances whatsoever will Carrier have any liability directly or indirectly caused by: (i) Force Majeure or (ii) Other Exclusions as defined in clause 8.1.3.
8.1.3 Without prejudice to any other Defences, rights or remedies available to Carrier, Other Exclusions means exclusions of liabilities or obligations that are directly or indirectly related, connected or attributable to or by: (i) any act or error or omission or instructions or advices or breach of contract or warranty howsoever, of or from Merchant, (ii) wastage in bulk or weight, (iii) delay, (iv) latent defect, (v) any loss, damage or delay arising from inherent defect or quality or vice or nature of the Goods or (vi) insufficiency of packing or insufficiency or inadequacy of marks, (vii) any abandonment by Merchant, (viii) fire unless the fire was caused by the actual fault or privity of Carrier; (ix) any damage or loss or delay whatsoever and howsoever caused whilst the Goods are in the care custody or control of any government or other authority, including but not limited to government or other authority owned transit terminals, warehousing or during inspections by such government authority; (x) any liability NOT arising from or connected to the Carrier's negligence.
8.2 Delay/consequential & direct loss exclusions.
8.2.1 Carrier does not undertake or guarantee that the Goods or any documents relating thereto shall arrive or be available at any place or stage during the Services and by way of example and not by limitation at any particular time or to meet any particular requirement of any delivery, contract, sale, seasonal or other market, license, permission, convenience or credit of Merchant, or any marketing for or use of, the Goods.
8.2.2 In no circumstances whatsoever or howsoever caused (including negligence of any kind) will Carrier have any liability directly or indirectly caused by delay.
8.2.3 All exclusions of liability under this clause 8.2.3 by way of example and not limitation, apply to any losses that are direct and which flow from the natural cause of any breach or incident and also to indirect and consequential losses. These foregoing losses and any similar or like losses arising from any circumstance whatsoever are excluded (including but not limited to losses arising from negligence of any kind) whether or not the Carrier or the Merchant had knowledge or notice that all or any of the losses might be incurred: (i) Diminishment or loss of sale ability. (ii) Loss of or determent of: profits, sales or income or savings, real or potential future business, use (including but not limited to any losses for remedy and any losses already incurred or ongoing because of such loss of use), reputation, goodwill or production or increased costs of production. (iii) Increased costs of production (iv) Without limitation any business, or factory or office or scientific or exploration activity or other work environment of any kind that suffers or is threatened by any failure, interruption, suspension or stoppage or closure, of any kind and howsoever arising. (v) Any consequential stoppage, interruption or failure of any process or operation, of any description including without limitation any IT system, programme, equipment or process. (vi) Any increase in value from actual value of Goods caused by replacement value or by betterment. (vii) Due to non-viability of repair costs. (viii) Statutory or punitive damages. (ix) Fines or penalties. (x) Any pure economic losses. (xi) Any consequential, incidental, special losses or indirect damages.
8.2.4 Without prejudice to clause 8.2.2 or any other Carrier's rights and remedies whatsoever, if Carrier is for some reason found liable for delay, any such liability whatsoever or howsoever caused including but not limited to negligence of any kind, shall be limited to the Freight charged.
8.3 Ad Valorem: declared value for increased level of liability.
8.3.1(i) Notwithstanding any other provisions of this Bill, Merchant may request and obtain an increased level of liability higher than that otherwise provided for in this Bill, only by declaring in writing the value of the Goods and paying any additional Charges. Such request must be agreed in writing by Carrier prior to rendering Services. Such agreed declared value shall be substituted for the limits of liability for loss of or damage to Goods under this Bill. (ii) This declared value is not a guarantee that the true value of the Goods at destination is less than such declared value, the lower value shall be deemed to be the declared value. 8.3.1(iii) Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
8.3.2 Merchant agrees and warrants that ad valorem arrangements herein shall only apply to liability for loss of or damage to Goods.
8.4 Notification period and time bar (limitation of actions)
8.4.1 Carrier shall be deemed to have delivered Goods in the order and condition as described in this Bill unless written notice of any discrepancy indicating the general nature of such discrepancy is given at the place of delivery or at the time of the Services to the Person having the custody of the Person taking delivery under this Bill or if the loss or damage is not apparent, within three consecutive days thereafter.
8.4.2 (i) In any event Carrier shall be discharged of all liability whatsoever and howsoever arising from or in connection with the Goods or Services, including without limitation any claims for indemnity or contribution and (ii) all rights of the Merchant to claim from the Carrier or Service Provider are extinguished unless (a) suit is brought and (b) written notice thereof be given to Carrier, within one year after delivery of the Goods or the date when the Goods should have been delivered.
8.4.3 Notwithstanding clause 8.4.2, in cases where any Carrier's or Service Providers' liability arises or is caused from or attributable to or connected to (a) any agency Services provided by the Carrier or Service Provider or (b) the Carrier's or Service Providers' acts, errors or omissions or events or circumstance that occur or manifest outside of the port to port or Port Area period of transport or handling, then 8.4.2 applies except that Clause 8.4.2 (ii)(b) is deleted and replaced with: (b.i) written notice thereof be given to Carrier, within nine months from the date of the event or occurrence alleged to give rise to a cause of action against Carrier or, (b.ii) written notice thereof be given to Carrier within any period under the application of clause 6.3, whichever is the shortest period.

9) MERCHANT'S RESPONSIBILITY
Merchant agrees and warrants that:
9.1 the information, declaration, description and particulars of Goods furnished by Merchant including but not limited to weight, content, measure, quantity, quality, condition, marks, numbers, addressing and value, are correct and that they will inform Carrier in advance of any special conditions that may apply to the Goods or Services;
9.2 they will provide all documents, information and truthfully completed for the Services and that all Goods, documents, information and Merchant, comply with any laws or regulations or requirements whatsoever. Carrier is not obliged to check whether the Goods, documents or information provided by Merchant are correct, lawful or sufficient;
9.3 they will ensure that all Goods are properly prepared, packed or marked and labelled to inform the relevant parties, and in a manner to withstand the ordinary risks of the Services and the Goods having regard to their nature or the method of transport/handling and in compliance with all laws, rules, regulations and requirements (whether compulsorily applicable or not) that apply and that enhance or provide best practice for the security and safety of the Goods, Container and Services;
9.4 they will bear all relevant expenses & costs for return of Goods, change of destination or transhipment or arranging of delivery mode;
9.5 they will ensure that no Goods which are or may become dangerous, hazardous, inflammable, noxious, radioactive or damaging or which are or may become liable to damage any property or Person whatsoever shall be tendered to Carrier for Services without Carrier's consent in writing. If any such Goods are tendered without such written consent or required prior arrangements in writing/labelled as such, Carrier the Goods, whether pre-declared or not, are or are liable to become dangerous or hazardous or damaging, then no liability to Carrier will attach and the Goods may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant and without prejudice to Carrier's right to Freight & Charges and indemnity;
9.6 they will be liable by way of example and not by limitation for any direct or indirect loss, damage, delay, contamination, soiling, pollution, detention or demurrage, of whatsoever nature to or of: (i) the environment, or any property or Goods whatsoever (including but not limited to Containers) of Carrier or of the Service Providers or of any Person, or (ii) for death or injury to any Person, caused by any act or error or omission of Merchant or any Person acting on their behalf or for which Merchant is otherwise responsible and whether such events arose or occurred before or during or after the Services;
9.7.1 it is Merchant's sole responsibility and Merchant must provide to Carrier, electronically or by any means as mutually agreed, the Verified Gross Mass (VGM) of each Container prior to the deadline stipulated by Carrier for submission (Verified Cut off time). If VGM is not provided in time by the Merchant, Carrier shall be under no obligation to commence or continue Services for that Container;
9.7.2 Carrier may store, re-weigh or return the Container to the Merchant at Carrier's discretion and at Merchant's cost, if VGM is not so provided.

10) PROVISION AND STUFFING OF CONTAINERS
The Merchant warrants and agrees that:
10.1 without prejudice to any other rights and remedies, this Bill shall govern the responsibility and liability of Carrier and Merchant in connection with or arising from the supply or use of a Container to or from and by Merchant and for Merchant supplied Containers whether supplied or kept or used prior or during or subsequent to Services;
10.2 unless prior written agreement is given by Carrier and any additional freight has been paid or agreed to be paid, Carrier is under no obligation to provide a Container of any particular type or quality;
10.3 unless otherwise confirmed by Merchant and agreed by Carrier in writing, the Goods are not temperature sensitive and do not require any special Containers, handling, storage, stowage, care or facilities;
10.4 Goods may be Stuffed by Carrier in or on Containers and Goods may be Stuffed with other goods of whatsoever nature;
10.5 Carrier or Service Provider can palletise any un-palletised Goods, or breakdown pallets, skids or the like and any and all Goods or pallets and the like can be stacked upon unless prior to receipt of the Goods Carrier has agreed in writing with Merchant that the Goods will not be so stacked and that any Charges arising from such agreement are paid;
10.6 if a Container has been Stuffed by or on behalf of Merchant then Carrier is not liable for any loss of or damage or delay to the Goods caused by: (i) the way the Container has been Stuffed; or (ii) the unsuitability of or the defective condition of the Goods or their preparation for the Services or (iii) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls, humidity or ventilation settings; except if the Container is supplied by or on behalf of Carrier in such Container's condition or incorrect settings were not apparent upon proven diligence and inspection by the Merchant at or prior to Stuffing, then exclusion 10.6(iii) does not apply; or (iv) Stuffing Goods that are not at the correct temperature for carriage; or (v) inadequate or absence or incorrect supply of Merchant's information or instructions;
10.7 (i) Container must be delivered to Carrier with an intact high-security seal in place and photographic evidence of the seal number will be provided to Carrier, except where Carrier has given written agreement to seal the Container. In the event the Container is not so sealed by Merchant, Carrier reserves the right to return the Container to Merchant for resealing or to affix a seal, all at Merchant's cost. (ii) Carrier has no liability for damage or loss of Goods (a) in absence of such evidence, or (b) where any loss or discrepancy to Merchant's seal is evidenced prior to or after Carrier's care, custody or control, or (c) seal is intact on delivery to consignee.
10.8 Provided due diligence is exercised by Carrier to determine that Containers provided by them are in good working order prior to release to Merchant, Carrier has no liability for any delay, loss of or damage to the Goods directly or indirectly arising from any functioning or non-functioning of the Container or the temperature variant or humidity machinery or controls, insulation, or any apparatus of the Container (including but not limited to defects, derangement, breakdown or stoppage).
10.9 (i) Notwithstanding any particulars in this Bill, Carrier does not guarantee the maintenance of the temperature or humidity within a refrigerated or special Container irrespective of whether the Container is Stuffed or the temperature is set by Merchant or Carrier. (ii) Further, Carrier has no liability whatsoever if refrigerated Goods are carried in a range of plus or minus 2.5 degrees C (or Fahrenheit equivalent) from any temperature specified on the reverse side hereof.
10.10 Carrier is only liable for loss of or damage to Merchant supplied Container if caused by Carrier's negligence. Carrier's liability in this respect is limited to the market value at the time of such loss or damage or reasonable cost of repair of the Container, subject to deductions for betterment and fair wear and tear or 2 US$ per kilo of tare weight, whichever is least.
10.11 In no circumstances whatsoever will any property in, or lien or other rights in respect of any Container supplied by or on behalf of Carrier be transferred to Merchant or any Person.
10.12 Any Container supplied by or on behalf of Carrier must be returned empty & clean and in accordance with Carrier's instructions and in the same condition as received, failing which Merchant shall pay demurrage at the applicable rate & any additional costs of whatsoever nature occasioned by or related to such failure.

11) INSPECTION OF GOODS
Carrier or any Person authorized by Carrier shall be entitled, but not obliged, to open any Container or Package at any time and to inspect the Goods and at their sole discretion take whatever action that they deem necessary in relation to the Goods or Services. If Carrier exercises such liberty or if done by order of any government or other authority at any place, Carrier will not be liable for any loss or damage or delay incurred as a result. Merchant will be responsible for all Charges resulting from such inspection.

12) MATTERS AFFECTING PERFORMANCE
12.1 If at any time the Services are or are likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including but not limited to the Goods' condition, or late collection/delivery or abandonment or breach of clause 9, by the Merchant) whenever and howsoever arising and whether due to Force Majeure or otherwise or not whether or not the Services have commenced, Carrier may at its sole discretion and without prior notice to Merchant:
12.1.1 carry the Goods to the port of discharge or place of delivery or by an alternative route to that indicated on the reverse side hereof or that which is usual for Goods consigned to that port of discharge or place of delivery; or
12.1.2 suspend the Services (but otherwise not the contract) and store Goods ashore or afloat and endeavour to conclude delivery when reasonably possible, or
12.1.3 abandon the Services and/or reject the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place that Carrier may deem safe and convenient, whereupon the responsibility and any liability of Carrier in respect of such Goods and Services shall cease.
12.2 Without prejudice to any rights or remedies available to Carrier in accordance with this clause 12, Carrier is entitled to continue the Services.
12.3 In any event Merchant shall pay in full existing Freight & Charges and any additional Freight & Charges arising from or connected with any liberties of clause 12 exercised by the Carrier.
12.4 Carrier's responsibility for Goods shall cease on delivery or other disposition of the Goods in accordance with 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.

13) METHODS AND ROUTE OF TRANSPORTATION
13.1 Carrier may at any time and without notice to Merchant and notwithstanding any named ports or routes on the reverse side hereof:
13.1.1 use any means or modes of transport or storage whatsoever;
13.1.2 load or carry the Goods on any Vessel whether named on the reverse hereof or not, or by any other means of transport whatsoever;
13.1.3 transfer at any stopping place the Goods from or to a conveyance or Container for transhipping/transloading; or load, unload or store the Goods at any place or port or forward the same in any manner whatsoever, whether scheduled or not;
13.1.4 proceed at any speed, route, place or port at Carrier's discretion whether or not by the nearest or most direct or customary or scheduled route and proceed to or stay at any place whatsoever and whenever in any order;
13.1.5 comply with any orders, directions, or recommendations given by or from (i) any Person acting or purporting to act as or on behalf of a government or authority or having such authority; or (ii) Service Providers' or Persons', contractual authority;
13.1.6 proceed with or without pilots, to tow or be towed or to be dry-docked;
13.1.7 carry Livestock, explosives, munitions, dangerous or hazardous Goods or lawful Goods of any and all kinds.
13.2 (i) The liberties set out in 13.1 may be invoked by Carrier for any purposes whatsoever and whether or not connected with the Services. (ii) Anything done in accordance with 13.1 or any delay arising therefrom shall be deemed to be within the contractual carriage/Services and Merchant agrees and warrants that such liberties shall not be a deviation of whatsoever nature or degree and Carrier shall be entitled to full Charges and Freight incurred therefrom and to all Defences.

14) MERCHANT INDEMNITY
Without limiting Merchant's other indemnity obligations herein, Merchant agrees to fully indemnify and hold harmless Carrier against all claims or liabilities or damages or costs or expenses or duties, taxes or fines or penalties or imposts and any demands or charges or fees (including but not limited to attorneys' fees) or expenses, of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

15) DECK CARGO AND LIVESTOCK
15.1 Goods, containerised or not, may be carried on or under deck without notice to Merchant and Carrier will not be required to note on the Bill any statement of on-deck carriage. Merchant agrees and warrants that notwithstanding any liberties of clause 12 exercised by the Carrier, Carrier shall not be liable for any loss or damage of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

16) NOTIFICATION AND DELIVERY CLAUSE
16.1 Any mention in this Bill of parties to be notified of arrival of Goods is solely for information purposes. Carrier has no liability whatsoever for any failure to provide such notification and such failure shall not relieve Merchant of any obligations hereunder.
16.2 Merchant shall ensure that they take immediate delivery of Goods (i) as notified to the Merchant by the Carrier or (ii) in the absence of such notice on Vessel's discharge or at delivery point shown on reverse hereof.
16.3 If Merchant fails to take delivery of Goods in accordance with clause 16.2 Carrier may without notice remove the Goods from the Container and store the Goods ashore, afloat, in the open or under cover, at the sole risk and expense of Merchant. Such storage constitutes due delivery hereunder and thereupon all liability and responsibility whatsoever of Carrier ceases.
16.4 Merchant's attention is drawn to the expiry of free storage time and Merchant's liability for demurrage costs contained in Carrier's tariff and herein.
16.5 Once the time has expired, the Goods may be stored at the sole risk and expense (including but not limited to demurrage and storage) of Merchant. However, if Carrier believes that the Goods are likely to deteriorate, decay, lose value or incur Charges in excess of their value, Carrier may without notice to Merchant and without prejudice to any other rights or remedies, publicly or privately sell or dispose of the Goods and apply the proceeds to the Freight and any Charges.

17) BOTH-TO-BLAME COLLISION
17.1 If the Vessel comes into collision with another ship due to the negligence of the other ship and any act or neglect of the Carrier in the navigation or management of the Vessel, and Merchant receives compensation or damages paid or payable by the other non-carrying ship for any loss, damage or any claim whatsoever for the Goods or Services, the Merchant shall indemnify & hold harmless Carrier for any such compensation/damages to the extent the non-carrying ship seeks to set off, recoup or recover this from the Vessel or Carrier.
17.2 The provisions of 17.1 will also apply where the owners, operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects, are at fault in respect of a collision or contact.

18) GENERAL AVERAGE
18.1 Carrier may declare General Average (GA) at any place and GA is adjustable according to the current version of York-Antwerp Rules or as stated in the Service Provider's terms and conditions, at the option of Carrier. Merchant agrees to pay any GA and warrants that they shall provide any GA security as required by Carrier and shall jointly and severally contribute with the Service Provider in GA to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and any other charges incurred in respect of the Goods.
18.1 If a salvage ship is owned or operated by Carrier or Service Provider, salvage shall be paid as if the said salving ship or ships belonged to strangers. Such deposit as Carrier or Service Provider may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall be paid by Merchant to Carrier before delivery.
18.3 Merchant and the Goods must contribute to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods in the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise.
18.4 Carrier is not obliged to commence or continue any obligation to take any steps whatsoever to collect security for GA or salvage contributions due from Merchant.

19) FREIGHT AND CHARGES
19.1 Freight & Charges are irrevocably earned, and fully payable by Merchant and non-returnable in any event irrespective whether prepaid, collect or otherwise or whether Goods lost, damaged or delayed.
19.2 Freight & Charges are calculated from particulars furnished by Merchant. Carrier is entitled to production of the commercial invoice and packing list for the Goods or true copies thereof and to inspect, reweigh, remeasure and revalue the Goods. If the particulars are incorrect, Merchant shall pay Carrier the correct Freight & Charges (credit given for the Freight & Charges charged) and any costs incurred in establishing the correct particulars.
19.3 Irrespective of what is used to calculate any Freight or Charges, any Freight or Charges are to be considered for Carrier's liability purposes as "lump sum".
19.4 All Freight & Charges must be paid without any set off, counterclaim, or deduction.
19.5 When requested by any Person by Merchant in respect of any applicable Freight due to Carrier, such Person shall be considered the exclusive agent of Merchant for all purposes and any payment to such Person shall not be considered payment to Carrier. Failure of such Person to promptly pay any part of the Freight or Charges to Carrier shall be considered a default by Merchant in the payment of the Freight or Charges.
19.6 Should the Merchant fail to make timely payment of any Freight or Charges, Merchant shall be liable to Carrier for all costs and expenses of recovery of such sums from Merchant plus attorneys' fees, plus the higher of 6% interest or the available commercial interest rate in the country of recovery calculated from the due date of such sums.

20) LIEN
Carrier shall have a particular and general lien on any documents or Goods for all and any unpaid past or present sums whatsoever that are payable by Merchant to the Carrier in accordance with Services and for GA and salvage contributions to whomsoever due. Carrier can at their option hold Goods or sell the Goods at public or private sale without notice to Merchant to satisfy the lien in whole or in part. If the proceeds of sale are less than the costs and expenses including without limitation attorneys' fees fall to cover the amount due, then Carrier is entitled to recover any deficit from Merchant.

21) VARIATION OF THE CONTRACT
No amendment or waiver of or departure from any provision of this Bill shall be valid against Carrier unless such waiver or variation or departure is specifically authorised in writing by a director or officer of Carrier with actual authority to do so. Such waivers or consents by Carrier are not continuous and shall only be effective in the specific instances and purposes for which they are given.

22) PARTIAL INVALIDITY
If any provision of this Bill, in whole or in part, is held to be unenforceable by any court or Person so empowered, such unenforceability will attach only to such provision or part. Such holding will not aff

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Draft

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) GEODIS SWEDEN AB AGENT OF CARGO CONTAINER LINE LTD ROSENLUNDSGATAN 8, PO BOX 7091 40232 GOTHENBURG SWEDEN PHONE: +46 10 163 10 00	BOOKING NO. 27749331 BILL OF LADING NO. 27749331 EXPORT REFERENCES SGOTS420569
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) GEODIS MEXICO, S.A. DE C.V. AV. INSURGENTES SUR NO. 1602, PISO 18 COL. CREDITO CONSTRUCTOR, CP. 03940 CIUDAD DE MEXICO, MEXICO TAX ID: GWM790307NB0	FORWARDING AGENT, F.M.C. NO GEODIS WILSON SWEDEN AB BOX 7091 GOTEBORG 402 32 SE-SWEDEN 031429600 429665 POINT AND COUNTRY OF ORIGIN OF GOODS
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE TPCONTROLTOWER.FF.MX@GEODIS.COM	FOR DELIVERY PLEASE APPLY TO INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	DOOR LUND, 226 60	
EXPORT CARRIER (VESSEL/VOY/FLAG)	**PORT OF LOADING**	**LOADING PIER/TERMINAL**
MAERSK DANUBE 636W	BREMERHAVEN	DOOR / CFS
PORT OF DISCHARGE	**PLACE OF DELIVERY BY ON CARRIER***	**NUMBER OF ORIGINALS**
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
PO 929418396	1	PIECES S.T.C. HEAT-EXCHANGE UNITS (EXCL. THOSE USED WITH BOILERS AND THOSE MADE OF FLUOROPOLYMERS WITH INLET AND OUTLET TUBE BORES WITH INSIDE DIAMETERS MEASURING <=3 CM) HS 84195080 NAC: TETRA PAK FREIGHT PREPAID	362.660 Lbs 164.500 Kgs	12.360 Cbf 0.350 Cbm
		Page 1 of 1 Total:	362.660 Lbs 164.500 Kgs	12.360 Cbf 0.350 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
			TOTAL	TOTAL

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.

DATED AT GOTHENBURG ON SEP 11, 2026

BY **SHIPCO TRANSPORT**

DRAFT

1) DEFINITIONS
Bill: This Bill of Lading and terms, issued or intended to be issued by the Carrier on behalf of Merchant.
Carrier: The company stated as Carrier on the reverse of this Bill as signed by Carrier or their agents. This is not indicative of Carrier's legal capacity.
CFU: Customary Freight Unit as applied under COGSA for Goods not in packages and includes a shipping unit.
Charges: Any charges relating to or directly or indirectly connected to the Goods or Services, excluding Freight. These include but are not limited to charges that are: as provided by Carrier's tariff, dead freight, ad valorem, less than full container load service, currency adjustment factor, bunker adjustment factor, surcharges, any insurance charges; amending the Bill, handling, storage, demurrage, detention, any inspection; special freight for Services for special containers; return Freight; charges arising from sale or disposition of Goods and any other Charges or expenses whatsoever, directly or indirectly arising in relation to the Goods or Services.
COGSA: The Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936 and any amendments thereto.
Container: Any container, trailer, semi-trailer, swap body, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate or transport Goods and any connected/installed equipment thereof.
Defences: Without limitation all rights, immunities, exclusions, exemptions, monetary limitations, defences, and limitations of or exoneration from/to liability, provided by law and/or any terms of this Bill or contract which might abate, bar, defeat, exonerate or reduce any liability of Carrier. This also includes without limitation the Bill's Law & Jurisdiction clause.
Force Majeure: Any circumstances beyond the reasonable control of Carrier or Service Provider or their respective servants or agents that prevent, hinder or delay them from complying with or delaying or hindering all or part of their obligations including without limitation, any inherent difficulties of infrastructure, or of geographical, social or political difficulties of the countries traversed; strike, lock-out or any form of industrial action or withdrawal of labour of any kind; civil disturbance, riot, war (whether declared or recognised by any political authority or government or not), armed conflict, any act of terrorism, or any act of violence or threat; any circumstances or event involving nuclear radiation or substances; Act of God, fire, explosion, ice, snow, storms, flood, earthquake, volcanic eruption, tidal wave, epidemic or state of quarantine or any severe weather or any natural physical disaster; sanctions, embargoes; blockades; congestion; any embargoes; any arrest or restraint; any collision, stranding or sinking; any shortage of components or raw materials, lack of power supplies or telecommunications or lack of available facilities; any economic unviability to the Carrier or Service Provider; Service Providers' or any Persons' liquidation or bankruptcy or any cessation of trade; failures of any transportation network or infrastructure; any prohibition or restriction on import or export of state or governmental action.
Freight: The ocean and land-side carriage costs booked, excluding Charges.
Goods: In whole or in part, any moveable property of whatsoever type or nature supplied by or on behalf of Merchant. Includes without limitation any Container not supplied by Carrier.
Hague Rules: Provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
Hague-Visby Rules: Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and any subsequent amendments thereto.
Livestock: Any Goods that are living creatures or organisms.
Merchant: The shipper, the consignee, the receiver of the Goods, the holder of this Bill, any Person owning or entitled to the possession of the Goods or this Bill, any Person having a present or future interest in the Goods or Bill or any Person acting on behalf of any of the foregoing Persons.
Package: For limitation purposes: (i) The Container when the Goods are shipped in a Container. (ii) Where the Container is adjudged not to be a Package for limitation, then the skid, pallet, flat or other device used to consolidate the Goods to facilitate handling and transportation, whether such units of consolidation are disclosed in any portion or column on the reverse side hereof or not. (iii) Where there are no units of consolidation, then any box, carton, drum or any other packaging preparation used to facilitate the handling and transportation of the Goods. (iv) These package definitions do not apply to Goods shipped in bulk, and they supersede any inconsistent provision which may be printed, stamped or written elsewhere in this Bill.
Person(s): In whatever capacity individually or collectively any of the following: person, individual, limited liability company, business or partnership, joint venture, association, trust, government authority, body corporate or any entity or organisation and any of the foregoing's servants and agents.
Port Area: The period whilst within the confines of a port following delivery by the inland carrier to the port but prior to loading on the Vessel and also subsequent to discharge from the Vessel but prior to delivery from the port to the inland carrier, including but not limited to carriage to or from any container yard or container freight station within the port area and whilst stored or handled at such area, yard or freight station.
Port to Port Shipment: When only the port of loading and the port of discharge are shown on the reverse hereof and the place of acceptance and the final destination are unstipulated.
Service Provider(s): Excluding Carrier but otherwise includes but is not limited to any: Person, but excluding any government authority; or carrying or non-carrying Vessel, charterers, slot charterers, operators, managers, owners; stevedores or terminals; or groupage operators, road or rail transport operators; warehousemen; or any independent contractors or bailees; all parties' servants or agents including but not limited to Carrier's servants or agents of whatever type appointed by or on behalf of Carrier to perform the Services and whether in direct contractual privity with Carrier or not.
Services: All and every services or operations of whatsoever type or for any mode, and executed in any legal capacity including but not limited to ocean and inland carriage, transport, handling, warehousing and agency services undertaken or performed by or on behalf of Carrier or Service Provider in respect of or related to the Goods or any transaction or the acceptance of Merchant's instructions in the course of business whether gratuitous or not, singly or combined.
Special Drawing Rights (SDRs): As defined by the International Monetary Fund.
Stuffed: Filled, consolidated, packed, loaded, stowed or secured.
Through Transport: Arises where the Services extend beyond a Port to Port Shipment.
Vessel: Any waterborne craft used for Services under this Bill including but not limited to ocean vessels, feeder vessels, barges and other inland water vessels, and substituted vessels, whether named in Bill or not.

2) CARRIER'S TARIFF
The provisions of Carrier's tariff are incorporated herein. A copy of the tariff is available at Carrier's website as stated on the reverse hereof or otherwise upon request and is obtainable from any regulatory body with whom the tariff has been filed. In the case of inconsistency or conflict or contradiction between this Bill and the tariff, the terms of this Bill prevail.

3) WARRANTY OF AUTHORITY
Merchant warrants and agrees that they are or have the necessary authority to enter into any contract of Services and that they are jointly and severally bound by these terms.

4) NON-NEGOTIABILITY OF THE BILL
This Bill is non-negotiable, unless made out "to order" or to "Bearer" in which case it is negotiable and constitutes title to the Goods. The lawful holder of a negotiable Bill is entitled to receive or to transfer the Goods herein described. Unless the Merchant requests to the contrary and such request is agreed in writing by Carrier, if on the reverse the Bill is consigned directly to a named or nominated party or the Bill is described as "Express" then this Bill is non-negotiable and delivery may be made to the named or nominated party on reasonable proof of identity and without presentation of the Bill. Merchant agrees that such delivery shall constitute due delivery hereunder.

5) CERTAIN RIGHTS AND IMMUNITIES FOR CARRIER AND OTHER PARTIES
5.1 Carrier is entitled to sub-contract on any terms whatsoever the whole/part of Services to any Service Provider.
5.2 It is warranted and agreed by Merchant that: (i) the Carrier's servants or agents and all Service Providers appointed by or on behalf of Carrier for any Services, in consideration flowing from such appointment, are entitled to the benefit of all Defences and liberties hereunder: (ii) in no circumstances will any Person covered by clause 5 have any liability whatsoever or howsoever caused that is greater than that of Carrier to anyone other than Carrier.
5.3 The Defences and liberties provided in the Bill apply in any action against any Person covered by clause 5 whether based in contract, tort, indemnity, contribution, or any other cause of action.

6) CARRIER'S RESPONSIBILITY
6.1 (i) Merchant warrants and agrees: that Carrier is a non-vessel owning common carrier and does not own, operate, charter or lease Vessels or other means of transport, or engage in Goods handling or storage. Carrier as agents of Merchant will at their choice & discretion procure contracts with Service Providers or where necessary, and without liability for, government authorities on Merchant's behalf for any Services. Merchant is bound by and Carrier is entitled to any Defences in any tariffs, bills of lading or contracts by which such Service Providers or authorities are engaged to perform all or part of the Services. (ii) In all cases copies of the **Service Providers'/authorities' contracts, tariffs or bills of lading are available on request.**
(iii) When Hague or Hague-Visby Rules or COGSA regimes compulsorily apply, it is confirmed that liability of Carrier for loss of or damage to the Goods under (a) COGSA, does not exceed US$500 per Package or CFU and under (b) the Hague-Visby Rules does not exceed 666.67 SDRs per Package or 2 SDRs per kilogram of gross weight of the Goods, whichever is the higher and (c) the Hague Rules as compulsorily applicable. **Outside of these regimes this Bill imposes other limits. Notwithstanding, Merchant can elect to have higher compensation by declaring the value of the Goods in accordance with clause 6.3;** (iv) **Merchant's attention is drawn to limitations and exclusions herein, in clauses (amongst others) 6,7,7.4, 8 & 10.**

6.2 Port to Port Shipments
6.2.1 US shipments: If Bill includes carriage to/from the USA, Bill is subject to COGSA, the terms of which are incorporated herein and are paramount throughout the carriage by sea and for the entire time that Goods are in the actual custody of the Carrier or the Service Provider, including before loading onto or after discharge from the Vessel, in the Port Area.
6.2.2 Non-US shipments: In so far as Bill relates to carriage that is not to or from the USA; (i) Bill is subject to any law making the provisions of the Hague Rules or the Hague-Visby Rules, if any, applicable to Bill, and (ii) in respect of the period whilst Goods are in the Port Area and where the Hague Rules or Hague-Visby Rules are not compulsorily applicable, then Merchant appoints Carrier as agent to enter into any contracts on their behalf with any Person or applicable Service Provider for any Services and on any terms whatsoever **including terms less favourable than the terms in this Bill (copies of such terms being available on request).** (iii) (a) Carrier has no liability whatsoever for loss, damage, delay, non-delivery or mis-delivery of or to the Goods howsoever caused before loading onto or after discharge from the Vessel whilst at the Port Area, unless Goods are in Carrier's actual possession. (b) In the event that clause or part of clause 6.2.2 (a) is ineffective, then clause 7.4 applies.
6.2.3 Subject to any compulsory law, Hague and Hague-Visby Rules or COGSA (as applicable) shall also extend to any lighterage services and any waterborne carriage and to any coastal traffic or inland waterways. Reference to carriage by sea in the Hague or Hague-Visby Rules, COGSA or relative national law is deemed to include inland waterways.
6.2.4 Carrier is entitled to (and nothing herein operates to deprive or limit such entitlement) the full benefit and rights to all Defences and all rights conferred by any applicable law or regulation of any country (including but not limited to any provisions of Chapter 305 of Title 46 of the United States Code and any amendments thereto) and without prejudice to the generality of the foregoing also the benefit of any law or regulation whatsoever that is available to any Service Provider, including but not limited to the London Limitation Convention 1976 or any applicable convention or law governing the rights of shipowners or charterers to limit their liability in accordance with the Vessel's tonnage or value.

6.3 Through Transport
6.3.1 Carrier's Port to Port & Port Area liability for Through Transport is as per clause 6.2.
6.3.2 If for any reason clause 6.1(i) does not apply with regard to any Services and subject to clause 8.3, Merchant nevertheless acknowledges and agrees that Carrier's liability is determined in accordance with: (i) the contracts, tariffs, or bills of lading of any responsible Service Provider (& clause 6.1(ii) applies) or (ii) for shipments to or from the United States in compliance with the liability standards and defences of COGSA, or (iii) for monetary limitations clause 7.4 herein, whichever imposes the least liability on the Carrier, and (iv) where a Service Provider's lower monetary limitation is applicable Carrier is entitled to avail itself of such lower liability and under no circumstances whatsoever shall Carrier be liable to a greater extent than it can recover from the actual Service Provider engaged to perform the Services.
6.3.3 Subject to any compulsory legislation to the contrary and without prejudice to any other provisions of this Bill, if the place where the loss or damage occurred cannot be proven then Carrier's monetary liability will be determined by clause 7.4.
6.3.4 If the place where the loss or damage occurred can be proved:
6.3.5 Subject to clause 7.6, the liability of Carrier shall be determined by the provisions contained in any International Convention or law that is compulsorily applicable.
6.3.6 If there is no International Convention or other compulsory law applying, then Carrier's liability is determined by the provisions of this Bill.
6.3.7 Notice of Opting out of Carmack Amendment/ICC Termination Act of 1995: Where Through Transport commences or terminates in the United States, should for any reason it be determined that Carmack applies to the Services or this Bill, then the following applies: (i) Carrier shall arrange transport with US land Service Providers, either as ocean carriage as defined by 49 U.S.C. Section 13506, or if not so exempt, then as "contract carriage" as defined by 49 U.S.C. 13102(4), under this Bill. (ii) Merchant expressly waives all rights and remedies it may have as to Carrier and its appointed motor or rail carriers under 49 U.S.C. Subtitle IV, Part B (excluding §§ 13703, 13706, 14101 and 14103) to the full extent permitted by 49 U.S.C. § 14101(b)(1), each as amended from time to time.

7) GENERAL LIABILITY AND OTHER PROVISIONS
7.1 Where Carrier's liability arises from a cause which is only contributory, Carrier is only liable to the extent that those factors have contributed to the loss or damage.
7.2.1 Subject to any Carrier's Defences, any agreed liability shall be calculated by reference to the value of the Goods as determined by any compulsory law applying or,
7.2.2 if there is no applicable compulsory law then by the FOB/FCA value of the Goods at the place and time at which they were accepted for Carriage, or
7.3 if 7.2.1 & 7.2.2 do not apply then the value shall be calculated by reference to the wholesale value of Goods of the same kind and quality at the time and place of shipment.
7.4 MAXIMUM OF MONETARY LIABILITY: 7.4 (i) Notwithstanding any term or limitation herein to the contrary except clause 6.2.1, and subject to: any higher value declared pursuant to clause 8.3; Hague Rules, COGSA or the Hague-Visby Rules or any other mandatorily applicable; clause 7.5, 10.9 and 19.3; or should any Defences herein be held to not apply, and without prejudice to any agency status of Carrier, the Carrier's maximum liability is as per clause 7.4 (ii).
7.4 (ii) Carrier's maximum liability for loss or damage or delay or mis-delivery or any other liability whatsoever in direct or indirect connection with or howsoever arising from (including without limitation from negligence of any kind) the Goods or Services will not in any circumstances whatsoever exceed a sum of (a) US$500 per Package or CFU or (b) US$2.00 per kilo of the gross weight of the Goods affected or (c) the sum of Merchant's loss or the value of such Goods or (d) the Service Providers' monetary limits of liability, **whichever is the least.**
7.5 Carrier has no liability for correction costs for any erroneous shipment of Goods to an incorrect destination. Without prejudice to the foregoing or any other Carrier's rights and remedies, if Carrier is for some reason found liable in this respect, then any liability shall be limited to a maximum sum of US$2,500.00.
7.6 (i) Where international transport conventions or international or national law are compulsorily applicable, the Bill still applies. (ii) If any conflict exists between the Bill and such compulsory conditions the latter prevails to the extent of the conflict, but no further. (iii) The Bill applies to any silence or gaps or omissions in provisions in such compulsory conditions.
7.7 It is warranted/agreed that superheat/sust, condensation, or any mould or any like condition due to moisture is not a condition of damage but is inherent to the nature of particular Goods or transport conditions and any Carrier's or Service Provider's receipt of the Goods in apparent good order and condition is not a representation that such condition of Goods did not exist on receipt.

8) AD VALOREM, FORCE MAJEURE, EXCLUSIONS, DELAY, LIMITATIONS, AND TIME BAR
8.1 Force Majeure/Other Exclusions.
8.1.1 Carrier will be relieved from its duty to perform its obligations for the Services due to any Force Majeure event.
8.1.2 Under no circumstances whatsoever will Carrier have any liability directly or indirectly caused by: (i) Force Majeure or (ii) Other Exclusions as defined in clause 8.1.3.
8.1.3 Without prejudice to any other Defences, rights or remedies available to Carrier, Other Exclusions means exclusions of liabilities or obligations that are directly or indirectly related, connected or attributable to or by: (i) any act or error or omission or instructions or advices or breach of contract or warranty howsoever, of or from Merchant, (ii) wastage in bulk or weight, (iii) delay, (iv) latent defect, (v) any loss, damage or delay arising from inherent defect or quality or vice or nature of the Goods or (vi) insufficiency of packing or insufficiency or inadequacy of marks, (vii) any abandonment by Merchant, (viii) fire unless the fire was caused by the actual fault or privity of Carrier; (ix) any damage or loss or delay whatsoever and howsoever caused whilst the Goods are in the care custody or control of any government or other authority, including but not limited to government or other authority owned transit terminals, warehousing or during inspections by such government authority; (x) any liability NOT arising from or connected to the Carrier's negligence.
8.2 Delay/consequential & direct loss exclusions.
8.2.1 Carrier does not undertake or guarantee that the Goods or any documents relating thereto shall arrive or be available at any place or stage during the Services and by way of example and not by limitation at any particular time or to meet any particular requirement of any delivery, contract, sale, seasonal or other market, license, permission, convenience or credit of Merchant, or any marketing for or use of, the Goods.
8.2.2 In no circumstances whatsoever or howsoever caused (including negligence of any kind) will Carrier have any liability directly or indirectly caused by delay.
8.2.3 All exclusions of liability under this clause 8.2.3 by way of example and not limitation, apply to any losses that are direct and which flow from the natural cause of any breach or incident and also to indirect and consequential losses. These foregoing losses and any similar or like losses arising from any circumstance whatsoever are excluded (including but not limited to losses arising from negligence of any kind) whether or not the Carrier or the Merchant had knowledge or notice that all or any of the losses might be incurred: (i) Diminishment or loss of sale ability. (ii) Loss of or determent of: profits, sales or income or savings, real or potential future business, use (including but not limited to any losses for remedy and any losses already incurred or ongoing because of such loss of use), reputation, goodwill or production or increased costs of production. (iii) Increased costs of production (iv) Without limitation any business, or factory or office or scientific or exploration activity or other work environment of any kind that suffers or is threatened by any failure, interruption, suspension or stoppage or closure, of any kind and howsoever arising. (v) Any consequential stoppage, interruption or failure of any process or operation, of any description including without limitation any IT system, programme, equipment or process. (vi) Any increase in value from actual value of Goods caused by replacement value or by betterment. (vii) Due to non-viability of repair costs. (viii) Statutory or punitive damages. (ix) Fines or penalties. (x) Any pure economic losses. (xi) Any consequential, incidental, special losses or indirect damages.
8.2.4 Without prejudice to clause 8.2.2 or any other Carrier's rights and remedies whatsoever, if Carrier is for some reason found liable for delay, any such liability whatsoever or howsoever caused including but not limited to negligence of any kind, shall be limited to the Freight charged.
8.3 Ad Valorem: declared value for increased level of liability.
8.3.1(i) Notwithstanding any other provisions of this Bill, Merchant may request and obtain an increased level of liability higher than that otherwise provided for in this Bill, only by declaring in writing the value of the Goods and paying any additional Charges. Such request must be agreed in writing by Carrier prior to rendering Services. Such agreed declared value shall be substituted for the limits of liability for loss of or damage to Goods under this Bill. (ii) This declared value is not a guarantee that the true value of the Goods at destination is less than such declared value, the lower value shall be deemed to be the declared value. 8.3.1(iii) Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
8.3.2 Merchant agrees and warrants that ad valorem arrangements herein shall only apply to liability for loss of or damage to Goods.
8.4 Notification period and time bar (limitation of actions)
8.4.1 Carrier shall be deemed to have delivered Goods in the order and condition as described in this Bill unless written notice of any discrepancy indicating the general nature of such discrepancy is given at the place of delivery or at the time of the Services to the Person having the custody of the Person taking delivery under this Bill or if the loss or damage is not apparent, within three consecutive days thereafter.
8.4.2 (i) In any event Carrier shall be discharged of all liability whatsoever and howsoever arising from or in connection with the Goods or Services, including without limitation any claims for indemnity or contribution and (ii) all rights of the Merchant to claim from the Carrier or Service Provider are extinguished unless (a) suit is brought and (b) written notice thereof be given to Carrier, within one year after delivery of the Goods or the date when the Goods should have been delivered.
8.4.3 Notwithstanding clause 8.4.2, in cases where any Carrier's or Service Providers' liability arises or is caused from or attributable to or connected to (a) any agency Services provided by the Carrier or Service Provider or (b) the Carrier's or Service Providers' acts, errors or omissions or events or circumstance that occur or manifest outside of the port to port or Port Area period of transport or handling, then 8.4.2 applies except that Clause 8.4.2 (ii)(b) is deleted and replaced with: (b.i) written notice thereof be given to Carrier, within nine months from the date of the event or occurrence alleged to give rise to a cause of action against Carrier or, (b.ii) written notice thereof be given to Carrier within any period under the application of clause 6.3, whichever is the shortest period.

9) MERCHANT'S RESPONSIBILITY
Merchant agrees and warrants that:
9.1 the information, declaration, description and particulars of Goods furnished by Merchant including but not limited to weight, content, measure, quantity, quality, condition, marks, numbers, addressing and value, are correct and that they will inform Carrier in advance of any special conditions that may apply to the Goods or Services;
9.2 they will provide all documents, information and truthfully completed for the Services and that all Goods, documents, information and Merchant, comply with any laws or regulations or requirements whatsoever. Carrier is not obliged to check whether the Goods, documents or information provided by Merchant are correct, lawful or sufficient;
9.3 they will ensure that all Goods are properly prepared, packed or marked and labelled to inform the relevant parties, and in a manner to withstand the ordinary risks of the Services and the Goods having regard to their nature or the method of transport/handling and in compliance with all laws, rules, regulations and requirements (whether compulsorily applicable or not) that apply and that enhance or provide best practice for the security and safety of the Goods, Container and Services;
9.4 they will bear all relevant expenses & costs for return of Goods, change of destination or transhipment or arranging of delivery mode;
9.5 they will ensure that no Goods which are or may become dangerous, hazardous, inflammable, noxious, radioactive or damaging or which are or may become liable to damage any property or Person whatsoever shall be tendered to Carrier for Services without Carrier's consent in writing. If any such Goods are tendered without such written consent or required prior arrangements in writing/labelled as such, Carrier the Goods, whether pre-declared or not, are or are liable to become dangerous or hazardous or damaging, then no liability to Carrier will attach and the Goods may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant and without prejudice to Carrier's right to Freight & Charges and indemnity;
9.6 they will be liable by way of example and not by limitation for any direct or indirect loss, damage, delay, contamination, soiling, pollution, detention or demurrage, of whatsoever nature to or of: (i) the environment, or any property or Goods whatsoever (including but not limited to Containers) of Carrier or of the Service Providers or of any Person, or (ii) for death or injury to any Person, caused by any act or error or omission of Merchant or any Person acting on their behalf or for which Merchant is otherwise responsible and whether such events arose or occurred before or during or after the Services;
9.7.1 it is Merchant's sole responsibility and Merchant must provide to Carrier, electronically or by any means as mutually agreed, the Verified Gross Mass (VGM) of each Container prior to the deadline stipulated by Carrier for submission (Verified Cut off time). If VGM is not provided in time by the Merchant, Carrier shall be under no obligation to commence or continue Services for that Container;
9.7.2 Carrier may store, re-weigh or return the Container to the Merchant at Carrier's discretion and at Merchant's cost, if VGM is not so provided.

10) PROVISION AND STUFFING OF CONTAINERS
The Merchant warrants and agrees that:
10.1 without prejudice to any other rights and remedies, this Bill shall govern the responsibility and liability of Carrier and Merchant in connection with or arising from the supply or use of a Container to or from and by Merchant and for Merchant supplied Containers whether supplied or kept or used prior or during or subsequent to Services;
10.2 unless prior written agreement is given by Carrier and any additional freight has been paid or agreed to be paid, Carrier is under no obligation to provide a Container of any particular type or quality;
10.3 unless otherwise confirmed by Merchant and agreed by Carrier in writing, the Goods are not temperature sensitive and do not require any special Containers, handling, storage, stowage, care or facilities;
10.4 Goods may be Stuffed by Carrier in or on Containers and Goods may be Stuffed with other goods of whatsoever nature;
10.5 Carrier or Service Provider can palletise any un-palletised Goods, or breakdown pallets, skids or the like and any and all Goods or pallets and the like can be stacked upon unless prior to receipt of the Goods Carrier has agreed in writing with Merchant that the Goods will not be so stacked and that any Charges arising from such agreement are paid;
10.6 if a Container has been Stuffed by or on behalf of Merchant then Carrier is not liable for any loss of or damage or delay to the Goods caused by: (i) the way the Container has been Stuffed; or (ii) the unsuitability of or the defective condition of the Goods or their preparation for the Services or (iii) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls, humidity or ventilation settings; except if the Container is supplied by or on behalf of Carrier in such Container's condition or incorrect settings were not apparent upon proven diligence and inspection by the Merchant at or prior to Stuffing, then exclusion 10.6(iii) does not apply; or (iv) Stuffing Goods that are not at the correct temperature for carriage; or (v) inadequate or absence or incorrect supply of Merchant's information or instructions;
10.7 (i) Container must be delivered to Carrier with an intact high-security seal in place and photographic evidence of the seal number will be provided to Carrier, except where Carrier has given written agreement to seal the Container. In the event the Container is not so sealed by Merchant, Carrier reserves the right to return the Container to Merchant for resealing or to affix a seal, all at Merchant's cost. (ii) Carrier has no liability for damage or loss of Goods (a) in absence of such evidence, or (b) where any loss or discrepancy to Merchant's seal is evidenced prior to or after Carrier's care, custody or control, or (c) seal is intact on delivery to consignee.
10.8 Provided due diligence is exercised by Carrier to determine that Containers provided by them are in good working order prior to release to Merchant, Carrier has no liability for any delay, loss of or damage to the Goods directly or indirectly arising from any functioning or non-functioning of the Container or the temperature variant or humidity machinery or controls, insulation, or any apparatus of the Container (including but not limited to defects, derangement, breakdown or stoppage).
10.9 (i) Notwithstanding any particulars in this Bill, Carrier does not guarantee the maintenance of the temperature or humidity within a refrigerated or special Container irrespective of whether the Container is Stuffed or the temperature is set by Merchant or Carrier. (ii) Further, Carrier has no liability whatsoever if refrigerated Goods are carried in a range of plus or minus 2.5 degrees C (or Fahrenheit equivalent) from any temperature specified on the reverse side hereof.
10.10 Carrier is only liable for loss of or damage to Merchant supplied Container if caused by Carrier's negligence. Carrier's liability in this respect is limited to the market value at the time of such loss or damage or reasonable cost of repair of the Container, subject to deductions for betterment and fair wear and tear or 2 US$ per kilo of tare weight, whichever is least.
10.11 In no circumstances whatsoever will any property in, or lien or other rights in respect of any Container supplied by or on behalf of Carrier be transferred to Merchant or any Person.
10.12 Any Container supplied by or on behalf of Carrier must be returned empty & clean and in accordance with Carrier's instructions and in the same condition as received, failing which Merchant shall pay demurrage at the applicable rate & any additional costs of whatsoever nature occasioned by or related to such failure.

11) INSPECTION OF GOODS
Carrier or any Person authorized by Carrier shall be entitled, but not obliged, to open any Container or Package at any time and to inspect the Goods and at their sole discretion take whatever action that they deem necessary in relation to the Goods or Services. If Carrier exercises such liberty or if done by order of any government or other authority at any place, Carrier will not be liable for any loss or damage or delay incurred as a result. Merchant will be responsible for all Charges resulting from such inspection.

12) MATTERS AFFECTING PERFORMANCE
12.1 If at any time the Services are or are likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including but not limited to the Goods' condition, or late collection/delivery or abandonment or breach of clause 9, by the Merchant) whenever and howsoever arising and whether due to Force Majeure or otherwise or not whether or not the Services have commenced, Carrier may at its sole discretion and without prior notice to Merchant:
12.1.1 carry the Goods to the port of discharge or place of delivery or by an alternative route to that indicated on the reverse side hereof or that which is usual for Goods consigned to that port of discharge or place of delivery; or
12.1.2 suspend the Services (but otherwise not the contract) and store Goods ashore or afloat and endeavour to conclude delivery when reasonably possible, or
12.1.3 abandon the Services and/or reject the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place that Carrier may deem safe and convenient, whereupon the responsibility and any liability of Carrier in respect of such Goods and Services shall cease.
12.2 Without prejudice to any rights or remedies available to Carrier in accordance with this clause 12, Carrier is entitled to continue the Services.
12.3 In any event Merchant shall pay in full existing Freight & Charges and any additional Freight & Charges arising from or connected with any liberties of clause 12 exercised by the Carrier.
12.4 Carrier's responsibility for Goods shall cease on delivery or other disposition of the Goods in accordance with 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.

13) METHODS AND ROUTE OF TRANSPORTATION
13.1 Carrier may at any time and without notice to Merchant and notwithstanding any named ports or routes on the reverse side hereof:
13.1.1 use any means or modes of transport or storage whatsoever;
13.1.2 load or carry the Goods on any Vessel whether named on the reverse hereof or not, or by any other means of transport whatsoever;
13.1.3 transfer at any stopping place the Goods from or to a conveyance or Container for transhipping/transloading; or load, unload or store the Goods at any place or port or forward the same in any manner whatsoever, whether scheduled or not;
13.1.4 proceed at any speed, route, place or port at Carrier's discretion whether or not by the nearest or most direct or customary or scheduled route and proceed to or stay at any place whatsoever and whenever in any order;
13.1.5 comply with any orders, directions, or recommendations given by or from (i) any Person acting or purporting to act as or on behalf of a government or authority or having such authority; or (ii) Service Providers' or Persons', contractual authority;
13.1.6 proceed with or without pilots, to tow or be towed or to be dry-docked;
13.1.7 carry Livestock, explosives, munitions, dangerous or hazardous Goods or lawful Goods of any and all kinds.
13.2 (i) The liberties set out in 13.1 may be invoked by Carrier for any purposes whatsoever and whether or not connected with the Services. (ii) Anything done in accordance with 13.1 or any delay arising therefrom shall be deemed to be within the contractual carriage/Services and Merchant agrees and warrants that such liberties shall not be a deviation of whatsoever nature or degree and Carrier shall be entitled to full Charges and Freight incurred therefrom and to all Defences.

14) MERCHANT INDEMNITY
Without limiting Merchant's other indemnity obligations herein, Merchant agrees to fully indemnify and hold harmless Carrier against all claims or liabilities or damages or costs or expenses or duties, taxes or fines or penalties or imposts and any demands or charges or fees (including but not limited to attorneys' fees) or expenses, of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

15) DECK CARGO AND LIVESTOCK
15.1 Goods, containerised or not, may be carried on or under deck without notice to Merchant and Carrier will not be required to note on the Bill any statement of on-deck carriage. Merchant agrees and warrants that notwithstanding any liberties of clause 12 exercised by the Carrier, Carrier shall not be liable for any loss or damage of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

16) NOTIFICATION AND DELIVERY CLAUSE
16.1 Any mention in this Bill of parties to be notified of arrival of Goods is solely for information purposes. Carrier has no liability whatsoever for any failure to provide such notification and such failure shall not relieve Merchant of any obligations hereunder.
16.2 Merchant shall ensure that they take immediate delivery of Goods (i) as notified to the Merchant by the Carrier or (ii) in the absence of such notice on Vessel's discharge or at delivery point shown on reverse hereof.
16.3 If Merchant fails to take delivery of Goods in accordance with clause 16.2 Carrier may without notice remove the Goods from the Container and store the Goods ashore, afloat, in the open or under cover, at the sole risk and expense of Merchant. Such storage constitutes due delivery hereunder and thereupon all liability and responsibility whatsoever of Carrier ceases.
16.4 Merchant's attention is drawn to the expiry of free storage time and Merchant's liability for demurrage costs contained in Carrier's tariff and herein.
16.5 Once the time has expired, the Goods may be stored at the sole risk and expense (including but not limited to demurrage and storage) of Merchant. However, if Carrier believes that the Goods are likely to deteriorate, decay, lose value or incur Charges in excess of their value, Carrier may without notice to Merchant and without prejudice to any other rights or remedies, publicly or privately sell or dispose of the Goods and apply the proceeds to the Freight and any Charges.

17) BOTH-TO-BLAME COLLISION
17.1 If the Vessel comes into collision with another ship due to the negligence of the other ship and any act or neglect of the Carrier in the navigation or management of the Vessel, and Merchant receives compensation or damages paid or payable by the other non-carrying ship for any loss, damage or any claim whatsoever for the Goods or Services, the Merchant shall indemnify & hold harmless Carrier for any such compensation/damages to the extent the non-carrying ship seeks to set off, recoup or recover this from the Vessel or Carrier.
17.2 The provisions of 17.1 will also apply where the owners, operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects, are at fault in respect of a collision or contact.

18) GENERAL AVERAGE
18.1 Carrier may declare General Average (GA) at any place and GA is adjustable according to the current version of York-Antwerp Rules or as stated in the Service Provider's terms and conditions, at the option of Carrier. Merchant agrees to pay any GA and warrants that they shall provide any GA security as required by Carrier and shall jointly and severally contribute with the Service Provider in GA to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and any other charges incurred in respect of the Goods.
18.1 If a salvage ship is owned or operated by Carrier or Service Provider, salvage shall be paid as if the said salving ship or ships belonged to strangers. Such deposit as Carrier or Service Provider may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall be paid by Merchant to Carrier before delivery.
18.3 Merchant and the Goods must contribute to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods in the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise.
18.4 Carrier is not obliged to commence or continue any obligation to take any steps whatsoever to collect security for GA or salvage contributions due from Merchant.

19) FREIGHT AND CHARGES
19.1 Freight & Charges are irrevocably earned, and fully payable by Merchant and non-returnable in any event irrespective whether prepaid, collect or otherwise or whether Goods lost, damaged or delayed.
19.2 Freight & Charges are calculated from particulars furnished by Merchant. Carrier is entitled to production of the commercial invoice and packing list for the Goods or true copies thereof and to inspect, reweigh, remeasure and revalue the Goods. If the particulars are incorrect, Merchant shall pay Carrier the correct Freight & Charges (credit given for the Freight & Charges charged) and any costs incurred in establishing the correct particulars.
19.3 Irrespective of what is used to calculate any Freight or Charges, any Freight or Charges are to be considered for Carrier's liability purposes as "lump sum".
19.4 All Freight & Charges must be paid without any set off, counterclaim, or deduction.
19.5 When requested by any Person by Merchant in respect of any applicable Freight due to Carrier, such Person shall be considered the exclusive agent of Merchant for all purposes and any payment to such Person shall not be considered payment to Carrier. Failure of such Person to promptly pay any part of the Freight or Charges to Carrier shall be considered a default by Merchant in the payment of the Freight or Charges.
19.6 Should the Merchant fail to make timely payment of any Freight or Charges, Merchant shall be liable to Carrier for all costs and expenses of recovery of such sums from Merchant plus attorneys' fees, plus the higher of 6% interest or the available commercial interest rate in the country of recovery calculated from the due date of such sums.

20) LIEN
Carrier shall have a particular and general lien on any documents or Goods for all and any unpaid past or present sums whatsoever that are payable by Merchant to the Carrier in accordance with Services and for GA and salvage contributions to whomsoever due. Carrier can at their option hold Goods or sell the Goods at public or private sale without notice to Merchant to satisfy the lien in whole or in part. If the proceeds of sale are less than the costs and expenses including without limitation attorneys' fees fall to cover the amount due, then Carrier is entitled to recover any deficit from Merchant.

21) VARIATION OF THE CONTRACT
No amendment or waiver of or departure from any provision of this Bill shall be valid against Carrier unless such waiver or variation or departure is specifically authorised in writing by a director or officer of Carrier with actual authority to do so. Such waivers or consents by Carrier are not continuous and shall only be effective in the specific instances and purposes for which they are given.

22) PARTIAL INVALIDITY
If any provision of this Bill, in whole or in part, is held to be unenforceable by any court or Person so empowered, such unenforceability will attach only to such provision or part. Such holding will not aff

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SHIPCO TRANSPORT
Draft

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)	BOOKING NO.	BILL OF LADING NO.
ALFA LAVAL TECHNOLOGLES AB BOX 74 SE-221 00 LUND, SWEDEN	27749415	27749415
	EXPORT REFERENCES QTMX028616	

CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER)	FORWARDING AGENT, F.M.C. NO
BOHN DE MEXICO SA DE CV ACCESO II CALLE 2 NO. 48 COL. BENITO JUAREZ QUERETARO, QRO. CP. 76120 MEXICO BME031101LW1 NATIELY CEBALLOS NCEBALLOS@BOHN.MX TEL: +52 4423507496	INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 MX-MEXICO
	POINT AND COUNTRY OF ORIGIN OF GOODS

NOTIFY PARTY (COMPLETE NAME AND ADDRESS)	FOR DELIVERY PLEASE APPLY TO
SAME AS CONSIGNEE	INTERTEAM SA DE CV SERVICIOS INTERN. DE COMERCIO COLIMA 114 DESP 201 COL ROMA C.P. MEXICO D.F. 06700 PHONE: 00525555149897

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER*	TRANSSHIPMENT PORT
	DOOR RONNEBY , 372 38	

EXPORT CARRIER (VESSEL/VOY/FLAG)	PORT OF LOADING	LOADING PIER/TERMINAL
MAERSK DANUBE 636W	BREMERHAVEN	DOOR / CFS 2609323016

PORT OF DISCHARGE	PLACE OF DELIVERY BY ON CARRIER*	NUMBER OF ORIGINALS
VERACRUZ	VERACRUZ	0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
27749415	1	PALLET S.T.C. 3075194571 AXP112-104L-F S1S2S3S4T1T2T3T4WELDSOLD2" (60.3 MM) /54.1 MM HS 84195080 FREIGHT COLLECT	339.511 Lbs 154.000 Kgs	6.780 Cbf 0.192 Cbm
Container: MMMM777777/77777 Size/Type: 53' Trailer		Page 1 of 1 Total:	339.511 Lbs 154.000 Kgs	6.780 Cbf 0.192 Cbm

For notification purpose only

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
OCEAN FREIGHT	W	81.00		USD 12.47
EMISSION TRADING SYSTEM SURCHARGE	MIN	4.00		USD 4.00
EMERGENCY BUNKER	MIN	12.00		USD 12.00
SOLAS ADMIN FEE	LS	18.00		USD 18.00
DOCUMENTATION	LS	54.00		USD 54.00
TERMINAL HANDLING CHARGE	MIN	44.00		USD 44.00
AES FILING FEE	LS	15.00		USD 15.00
INLAND FREIGHT	LS	110.00		USD 110.00
			TOTAL	TOTAL
				USD 269.47

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.

DATED AT GOTHENBURG ON SEP 11, 2026

BY **SHIPCO TRANSPORT**

DRAFT

1) DEFINITIONS
Bill: This Bill of Lading and terms, issued or intended to be issued by the Carrier on behalf of Merchant.
Carrier: The company stated as Carrier on the reverse of this Bill as signed by Carrier or their agents. This is not indicative of Carrier's legal capacity.
CFU: Customary Freight Unit as applied under COGSA for Goods not in packages and includes a shipping unit.
Charges: Any charges relating to or directly or indirectly connected to the Goods or Services, excluding Freight. These include but are not limited to charges that are: as provided by Carrier's tariff, dead freight, ad valorem, less than full container load service, currency adjustment factor, bunker adjustment factor, surcharges, any insurance charges; amending the Bill, handling, storage, demurrage, detention, any inspection; special freight for Services for special containers; return Freight; charges arising from sale or disposition of Goods and any other Charges or expenses whatsoever, directly or indirectly arising in relation to the Goods or Services.
COGSA: The Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936 and any amendments thereto.
Container: Any container, trailer, semi-trailer, swap body, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate or transport Goods and any connected/installed equipment thereof.
Defences: Without limitation all rights, immunities, exclusions, exemptions, monetary limitations, defences, and limitations of or exoneration from/to liability, provided by law and/or any terms of this Bill or contract which might abate, bar, defeat, exonerate or reduce any liability of Carrier. This also includes without limitation the Bill's Law & Jurisdiction clause.
Force Majeure: Any circumstances beyond the reasonable control of Carrier or Service Provider or their respective servants or agents that prevent, hinder or delay them from complying with or delaying or hindering all or part of their obligations including without limitation, any inherent difficulties of infrastructure, or of geographical, social or political difficulties of the countries traversed; strike, lock-out or any form of industrial action or withdrawal of labour of any kind; civil disturbance, riot, war (whether declared or recognised by any political authority or government or not), armed conflict, any act of terrorism, or any act of violence or threat; any circumstances or event involving nuclear radiation or substances; Act of God, fire, explosion, ice, snow, storms, flood, earthquake, volcanic eruption, tidal wave, epidemic or state of quarantine or any severe weather or any natural physical disaster; sanctions, embargoes; blockades; congestion; any embargoes; any arrest or restraint; any collision, stranding or sinking; any shortage of components or raw materials, lack of power supplies or telecommunications or lack of available facilities; any economic unviability to the Carrier or Service Provider; Service Providers' or any Persons' liquidation or bankruptcy or any cessation of trade; failures of any transportation network or infrastructure; any prohibition or restriction on import or export of state or governmental action.
Freight: The ocean and land-side carriage costs booked, excluding Charges.
Goods: In whole or in part, any moveable property of whatsoever type or nature supplied by or on behalf of Merchant. Includes without limitation any Container not supplied by Carrier.
Hague Rules: Provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
Hague-Visby Rules: Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and any subsequent amendments thereto.
Livestock: Any Goods that are living creatures or organisms.
Merchant: The shipper, the consignee, the receiver of the Goods, the holder of this Bill, any Person owning or entitled to the possession of the Goods or this Bill, any Person having a present or future interest in the Goods or Bill or any Person acting on behalf of any of the foregoing Persons.
Package: For limitation purposes: (i) The Container when the Goods are shipped in a Container. (ii) Where the Container is adjudged not to be a Package for limitation, then the skid, pallet, flat or other device used to consolidate the Goods to facilitate handling and transportation, whether such units of consolidation are disclosed in any portion or column on the reverse side hereof or not. (iii) Where there are no units of consolidation, then any box, carton, drum or any other packaging preparation used to facilitate the handling and transportation of the Goods. (iv) These package definitions do not apply to Goods shipped in bulk, and they supersede any inconsistent provision which may be printed, stamped or written elsewhere in this Bill.
Person(s): In whatever capacity individually or collectively any of the following: person, individual, limited liability company, business or partnership, joint venture, association, trust, government authority, body corporate or any entity or organisation and any of the foregoing's servants and agents.
Port Area: The period whilst within the confines of a port following delivery by the inland carrier to the port but prior to loading on the Vessel and also subsequent to discharge from the Vessel but prior to delivery from the port to the inland carrier, including but not limited to carriage to or from any container yard or container freight station within the port area and whilst stored or handled at such area, yard or freight station.
Port to Port Shipment: When only the port of loading and the port of discharge are shown on the reverse hereof and the place of acceptance and the final destination are unstipulated.
Service Provider(s): Excluding Carrier but otherwise includes but is not limited to any: Person, but excluding any government authority; or carrying or non-carrying Vessel, charterers, slot charterers, operators, managers, owners; stevedores or terminals; or groupage operators, road or rail transport operators; warehousemen; or any independent contractors or bailees; all parties' servants or agents including but not limited to Carrier's servants or agents of whatever type appointed by or on behalf of Carrier to perform the Services and whether in direct contractual privity with Carrier or not.
Services: All and every services or operations of whatsoever type or for any mode, and executed in any legal capacity including but not limited to ocean and inland carriage, transport, handling, warehousing and agency services undertaken or performed by or on behalf of Carrier or Service Provider in respect of or related to the Goods or any transaction or the acceptance of Merchant's instructions in the course of business whether gratuitous or not, singly or combined.
Special Drawing Rights (SDRs): As defined by the International Monetary Fund.
Stuffed: Filled, consolidated, packed, loaded, stowed or secured.
Through Transport: Arises where the Services extend beyond a Port to Port Shipment.
Vessel: Any waterborne craft used for Services under this Bill including but not limited to ocean vessels, feeder vessels, barges and other inland water vessels, and substituted vessels, whether named in Bill or not.

2) CARRIER'S TARIFF
The provisions of Carrier's tariff are incorporated herein. A copy of the tariff is available at Carrier's website as stated on the reverse hereof or otherwise upon request and is obtainable from any regulatory body with whom the tariff has been filed. In the case of inconsistency or conflict or contradiction between this Bill and the tariff, the terms of this Bill prevail.

3) WARRANTY OF AUTHORITY
Merchant warrants and agrees that they are or have the necessary authority to enter into any contract of Services and that they are jointly and severally bound by these terms.

4) NON-NEGOTIABILITY OF THE BILL
This Bill is non-negotiable, unless made out "to order" or to "Bearer" in which case it is negotiable and constitutes title to the Goods. The lawful holder of a negotiable Bill is entitled to receive or to transfer the Goods herein described. Unless the Merchant requests to the contrary and such request is agreed in writing by Carrier, if on the reverse the Bill is consigned directly to a named or nominated party or the Bill is described as "Express" then this Bill is non-negotiable and delivery may be made to the named or nominated party on reasonable proof of identity and without presentation of the Bill. Merchant agrees that such delivery shall constitute due delivery hereunder.

5) CERTAIN RIGHTS AND IMMUNITIES FOR CARRIER AND OTHER PARTIES
5.1 Carrier is entitled to sub-contract on any terms whatsoever the whole/part of Services to any Service Provider.
5.2 It is warranted and agreed by Merchant that: (i) the Carrier's servants or agents and all Service Providers appointed by or on behalf of Carrier for any Services, in consideration flowing from such appointment, are entitled to the benefit of all Defences and liberties hereunder: (ii) in no circumstances will any Person covered by clause 5 have any liability whatsoever or howsoever caused that is greater than that of Carrier to anyone other than Carrier.
5.3 The Defences and liberties provided in the Bill apply in any action against any Person covered by clause 5 whether based in contract, tort, indemnity, contribution, or any other cause of action.

6) CARRIER'S RESPONSIBILITY
6.1 (i) Merchant warrants and agrees: that Carrier is a non-vessel owning common carrier and does not own, operate, charter or lease Vessels or other means of transport, or engage in Goods handling or storage. Carrier as agents of Merchant will at their choice & discretion procure contracts with Service Providers or where necessary, and without liability for, government authorities on Merchant's behalf for any Services. Merchant is bound by and Carrier is entitled to any Defences in any tariffs, bills of lading or contracts by which such Service Providers or authorities are engaged to perform all or part of the Services. (ii) In all cases copies of the **Service Providers'/authorities' contracts, tariffs or bills of lading are available on request.**
(iii) When Hague or Hague-Visby Rules or COGSA regimes compulsorily apply, it is confirmed that liability of Carrier for loss of or damage to the Goods under (a) COGSA, does not exceed US$500 per Package or CFU and under (b) the Hague-Visby Rules does not exceed 666.67 SDRs per Package or 2 SDRs per kilogram of gross weight of the Goods, whichever is the higher and (c) the Hague Rules as compulsorily applicable. **Outside of these regimes this Bill imposes other limits. Notwithstanding, Merchant can elect to have higher compensation by declaring the value of the Goods in accordance with clause 6.3;** (iv) **Merchant's attention is drawn to limitations and exclusions herein, in clauses (amongst others) 6,7,7.4, 8 & 10.**

6.2 Port to Port Shipments
6.2.1 US shipments: If Bill includes carriage to/from the USA, Bill is subject to COGSA, the terms of which are incorporated herein and are paramount throughout the carriage by sea and for the entire time that Goods are in the actual custody of the Carrier or the Service Provider, including before loading onto or after discharge from the Vessel, in the Port Area.
6.2.2 Non-US shipments: In so far as Bill relates to carriage that is not to or from the USA; (i) Bill is subject to any law making the provisions of the Hague Rules or the Hague-Visby Rules, if any, applicable to Bill, and (ii) in respect of the period whilst Goods are in the Port Area and where the Hague Rules or Hague-Visby Rules are not compulsorily applicable, then Merchant appoints Carrier as agent to enter into any contracts on their behalf with any Person or applicable Service Provider for any Services and on any terms whatsoever **including terms less favourable than the terms in this Bill (copies of such terms being available on request).** (iii) (a) Carrier has no liability whatsoever for loss, damage, delay, non-delivery or mis-delivery of or to the Goods howsoever caused before loading onto or after discharge from the Vessel whilst at the Port Area, unless Goods are in Carrier's actual possession. (b) In the event that clause or part of clause 6.2.2 (a) is ineffective, then clause 7.4 applies.
6.2.3 Subject to any compulsory law, Hague and Hague-Visby Rules or COGSA (as applicable) shall also extend to any lighterage services and any waterborne carriage and to any coastal traffic or inland waterways. Reference to carriage by sea in the Hague or Hague-Visby Rules, COGSA or relative national law is deemed to include inland waterways.
6.2.4 Carrier is entitled to (and nothing herein operates to deprive or limit such entitlement) the full benefit and rights to all Defences and all rights conferred by any applicable law or regulation of any country (including but not limited to any provisions of Chapter 305 of Title 46 of the United States Code and any amendments thereto) and without prejudice to the generality of the foregoing also the benefit of any law or regulation whatsoever that is available to any Service Provider, including but not limited to the London Limitation Convention 1976 or any applicable convention or law governing the rights of shipowners or charterers to limit their liability in accordance with the Vessel's tonnage or value.

6.3 Through Transport
6.3.1 Carrier's Port to Port & Port Area liability for Through Transport is as per clause 6.2.
6.3.2 If for any reason clause 6.1(i) does not apply with regard to any Services and subject to clause 8.3, Merchant nevertheless acknowledges and agrees that Carrier's liability is determined in accordance with: (i) the contracts, tariffs, or bills of lading of any responsible Service Provider (& clause 6.1(ii) applies) or (ii) for shipments to or from the United States in compliance with the liability standards and defences of COGSA, or (iii) for monetary limitations clause 7.4 herein, whichever imposes the least liability on the Carrier, and (iv) where a Service Provider's lower monetary limitation is applicable Carrier is entitled to avail itself of such lower liability and under no circumstances whatsoever shall Carrier be liable to a greater extent than it can recover from the actual Service Provider engaged to perform the Services.
6.3.3 Subject to any compulsory legislation to the contrary and without prejudice to any other provisions of this Bill, if the place where the loss or damage occurred cannot be proven then Carrier's monetary liability will be determined by clause 7.4.
6.3.4 If the place where the loss or damage occurred can be proved:
6.3.5 Subject to clause 7.6, the liability of Carrier shall be determined by the provisions contained in any International Convention or law that is compulsorily applicable.
6.3.6 If there is no International Convention or other compulsory law applying, then Carrier's liability is determined by the provisions of this Bill.
6.3.7 Notice of Opting out of Carmack Amendment/ICC Termination Act of 1995: Where Through Transport commences or terminates in the United States, should for any reason it be determined that Carmack applies to the Services or this Bill, then the following applies: (i) Carrier shall arrange transport with US land Service Providers, either as ocean carriage as defined by 49 U.S.C. Section 13506, or if not so exempt, then as "contract carriage" as defined by 49 U.S.C. 13102(4), under this Bill. (ii) Merchant expressly waives all rights and remedies it may have as to Carrier and its appointed motor or rail carriers under 49 U.S.C. Subtitle IV, Part B (excluding §§ 13703, 13706, 14101 and 14103) to the full extent permitted by 49 U.S.C. § 14101(b)(1), each as amended from time to time.

7) GENERAL LIABILITY AND OTHER PROVISIONS
7.1 Where Carrier's liability arises from a cause which is only contributory, Carrier is only liable to the extent that those factors have contributed to the loss or damage.
7.2.1 Subject to any Carrier's Defences, any agreed liability shall be calculated by reference to the value of the Goods as determined by any compulsory law applying or,
7.2.2 if there is no applicable compulsory law then by the FOB/FCA value of the Goods at the place and time at which they were accepted for Carriage, or
7.3 if 7.2.1 & 7.2.2 do not apply then the value shall be calculated by reference to the wholesale value of Goods of the same kind and quality at the time and place of shipment.
7.4 MAXIMUM OF MONETARY LIABILITY: 7.4 (i) Notwithstanding any term or limitation herein to the contrary except clause 6.2.1, and subject to: any higher value declared pursuant to clause 8.3; Hague Rules, COGSA or the Hague-Visby Rules or any other mandatorily applicable; clause 7.5, 10.9 and 19.3; or should any Defences herein be held to not apply, and without prejudice to any agency status of Carrier, the Carrier's maximum liability is as per clause 7.4 (ii).
7.4 (ii) Carrier's maximum liability for loss or damage or delay or mis-delivery or any other liability whatsoever in direct or indirect connection with or howsoever arising from (including without limitation from negligence of any kind) the Goods or Services will not in any circumstances whatsoever exceed a sum of (a) US$500 per Package or CFU or (b) US$2.00 per kilo of the gross weight of the Goods affected or (c) the sum of Merchant's loss or the value of such Goods or (d) the Service Providers' monetary limits of liability, **whichever is the least.**
7.5 Carrier has no liability for correction costs for any erroneous shipment of Goods to an incorrect destination. Without prejudice to the foregoing or any other Carrier's rights and remedies, if Carrier is for some reason found liable in this respect, then any liability shall be limited to a maximum sum of US$2,500.00.
7.6 (i) Where international transport conventions or international or national law are compulsorily applicable, the Bill still applies. (ii) If any conflict exists between the Bill and such compulsory conditions the latter prevails to the extent of the conflict, but no further. (iii) The Bill applies to any silence or gaps or omissions in provisions in such compulsory conditions.
7.7 It is warranted/agreed that superheat/sust, condensation, or any mould or any like condition due to moisture is not a condition of damage but is inherent to the nature of particular Goods or transport conditions and any Carrier's or Service Provider's receipt of the Goods in apparent good order and condition is not a representation that such condition of Goods did not exist on receipt.

8) AD VALOREM, FORCE MAJEURE, EXCLUSIONS, DELAY, LIMITATIONS, AND TIME BAR
8.1 Force Majeure/Other Exclusions.
8.1.1 Carrier will be relieved from its duty to perform its obligations for the Services due to any Force Majeure event.
8.1.2 Under no circumstances whatsoever will Carrier have any liability directly or indirectly caused by: (i) Force Majeure or (ii) Other Exclusions as defined in clause 8.1.3.
8.1.3 Without prejudice to any other Defences, rights or remedies available to Carrier, Other Exclusions means exclusions of liabilities or obligations that are directly or indirectly related, connected or attributable to or by: (i) any act or error or omission or instructions or advices or breach of contract or warranty howsoever, of or from Merchant, (ii) wastage in bulk or weight, (iii) delay, (iv) latent defect, (v) any loss, damage or delay arising from inherent defect or quality or vice or nature of the Goods or (vi) insufficiency of packing or insufficiency or inadequacy of marks, (vii) any abandonment by Merchant, (viii) fire unless the fire was caused by the actual fault or privity of Carrier; (ix) any damage or loss or delay whatsoever and howsoever caused whilst the Goods are in the care custody or control of any government or other authority, including but not limited to government or other authority owned transit terminals, warehousing or during inspections by such government authority; (x) any liability NOT arising from or connected to the Carrier's negligence.
8.2 Delay/consequential & direct loss exclusions.
8.2.1 Carrier does not undertake or guarantee that the Goods or any documents relating thereto shall arrive or be available at any place or stage during the Services and by way of example and not by limitation at any particular time or to meet any particular requirement of any delivery, contract, sale, seasonal or other market, license, permission, convenience or credit of Merchant, or any marketing for or use of, the Goods.
8.2.2 In no circumstances whatsoever or howsoever caused (including negligence of any kind) will Carrier have any liability directly or indirectly caused by delay.
8.2.3 All exclusions of liability under this clause 8.2.3 by way of example and not limitation, apply to any losses that are direct and which flow from the natural cause of any breach or incident and also to indirect and consequential losses. These foregoing losses and any similar or like losses arising from any circumstance whatsoever are excluded (including but not limited to losses arising from negligence of any kind) whether or not the Carrier or the Merchant had knowledge or notice that all or any of the losses might be incurred: (i) Diminishment or loss of sale ability. (ii) Loss of or determent of: profits, sales or income or savings, real or potential future business, use (including but not limited to any losses for remedy and any losses already incurred or ongoing because of such loss of use), reputation, goodwill or production or increased costs of production. (iii) Increased costs of production (iv) Without limitation any business, or factory or office or scientific or exploration activity or other work environment of any kind that suffers or is threatened by any failure, interruption, suspension or stoppage or closure, of any kind and howsoever arising. (v) Any consequential stoppage, interruption or failure of any process or operation, of any description including without limitation any IT system, programme, equipment or process. (vi) Any increase in value from actual value of Goods caused by replacement value or by betterment. (vii) Due to non-viability of repair costs. (viii) Statutory or punitive damages. (ix) Fines or penalties. (x) Any pure economic losses. (xi) Any consequential, incidental, special losses or indirect damages.
8.2.4 Without prejudice to clause 8.2.2 or any other Carrier's rights and remedies whatsoever, if Carrier is for some reason found liable for delay, any such liability whatsoever or howsoever caused including but not limited to negligence of any kind, shall be limited to the Freight charged.
8.3 Ad Valorem: declared value for increased level of liability.
8.3.1(i) Notwithstanding any other provisions of this Bill, Merchant may request and obtain an increased level of liability higher than that otherwise provided for in this Bill, only by declaring in writing the value of the Goods and paying any additional Charges. Such request must be agreed in writing by Carrier prior to rendering Services. Such agreed declared value shall be substituted for the limits of liability for loss of or damage to Goods under this Bill. (ii) This declared value is not a guarantee that the true value of the Goods at destination is less than such declared value, the lower value shall be deemed to be the declared value. 8.3.1(iii) Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
8.3.2 Merchant agrees and warrants that ad valorem arrangements herein shall only apply to liability for loss of or damage to Goods.
8.4 Notification period and time bar (limitation of actions)
8.4.1 Carrier shall be deemed to have delivered Goods in the order and condition as described in this Bill unless written notice of any discrepancy indicating the general nature of such discrepancy is given at the place of delivery or at the time of the Services to the Person having the custody of the Person taking delivery under this Bill or if the loss or damage is not apparent, within three consecutive days thereafter.
8.4.2 (i) In any event Carrier shall be discharged of all liability whatsoever and howsoever arising from or in connection with the Goods or Services, including without limitation any claims for indemnity or contribution and (ii) all rights of the Merchant to claim from the Carrier or Service Provider are extinguished unless (a) suit is brought and (b) written notice thereof be given to Carrier, within one year after delivery of the Goods or the date when the Goods should have been delivered.
8.4.3 Notwithstanding clause 8.4.2, in cases where any Carrier's or Service Providers' liability arises or is caused from or attributable to or connected to (a) any agency Services provided by the Carrier or Service Provider or (b) the Carrier's or Service Providers' acts, errors or omissions or events or circumstance that occur or manifest outside of the port to port or Port Area period of transport or handling, then 8.4.2 applies except that Clause 8.4.2 (ii)(b) is deleted and replaced with: (b.i) written notice thereof be given to Carrier, within nine months from the date of the event or occurrence alleged to give rise to a cause of action against Carrier or, (b.ii) written notice thereof be given to Carrier within any period under the application of clause 6.3, whichever is the shortest period.

9) MERCHANT'S RESPONSIBILITY
Merchant agrees and warrants that:
9.1 the information, declaration, description and particulars of Goods furnished by Merchant including but not limited to weight, content, measure, quantity, quality, condition, marks, numbers, addressing and value, are correct and that they will inform Carrier in advance of any special conditions that may apply to the Goods or Services;
9.2 they will provide all documents, information and truthfully completed for the Services and that all Goods, documents, information and Merchant, comply with any laws or regulations or requirements whatsoever. Carrier is not obliged to check whether the Goods, documents or information provided by Merchant are correct, lawful or sufficient;
9.3 they will ensure that all Goods are properly prepared, packed or marked and labelled to inform the relevant parties, and in a manner to withstand the ordinary risks of the Services and the Goods having regard to their nature or the method of transport/handling and in compliance with all laws, rules, regulations and requirements (whether compulsorily applicable or not) that apply and that enhance or provide best practice for the security and safety of the Goods, Container and Services;
9.4 they will bear all relevant expenses & costs for return of Goods, change of destination or transhipment or arranging of delivery mode;
9.5 they will ensure that no Goods which are or may become dangerous, hazardous, inflammable, noxious, radioactive or damaging or which are or may become liable to damage any property or Person whatsoever shall be tendered to Carrier for Services without Carrier's consent in writing. If any such Goods are tendered without such written consent or required prior arrangements in writing/labelled as such, Carrier the Goods, whether pre-declared or not, are or are liable to become dangerous or hazardous or damaging, then no liability to Carrier will attach and the Goods may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant and without prejudice to Carrier's right to Freight & Charges and indemnity;
9.6 they will be liable by way of example and not by limitation for any direct or indirect loss, damage, delay, contamination, soiling, pollution, detention or demurrage, of whatsoever nature to or of: (i) the environment, or any property or Goods whatsoever (including but not limited to Containers) of Carrier or of the Service Providers or of any Person, or (ii) for death or injury to any Person, caused by any act or error or omission of Merchant or any Person acting on their behalf or for which Merchant is otherwise responsible and whether such events arose or occurred before or during or after the Services;
9.7.1 it is Merchant's sole responsibility and Merchant must provide to Carrier, electronically or by any means as mutually agreed, the Verified Gross Mass (VGM) of each Container prior to the deadline stipulated by Carrier for submission (Verified Cut off time). If VGM is not provided in time by the Merchant, Carrier shall be under no obligation to commence or continue Services for that Container;
9.7.2 Carrier may store, re-weigh or return the Container to the Merchant at Carrier's discretion and at Merchant's cost, if VGM is not so provided.

10) PROVISION AND STUFFING OF CONTAINERS
The Merchant warrants and agrees that:
10.1 without prejudice to any other rights and remedies, this Bill shall govern the responsibility and liability of Carrier and Merchant in connection with or arising from the supply or use of a Container to or from and by Merchant and for Merchant supplied Containers whether supplied or kept or used prior or during or subsequent to Services;
10.2 unless prior written agreement is given by Carrier and any additional freight has been paid or agreed to be paid, Carrier is under no obligation to provide a Container of any particular type or quality;
10.3 unless otherwise confirmed by Merchant and agreed by Carrier in writing, the Goods are not temperature sensitive and do not require any special Containers, handling, storage, stowage, care or facilities;
10.4 Goods may be Stuffed by Carrier in or on Containers and Goods may be Stuffed with other goods of whatsoever nature;
10.5 Carrier or Service Provider can palletise any un-palletised Goods, or breakdown pallets, skids or the like and any and all Goods or pallets and the like can be stacked upon unless prior to receipt of the Goods Carrier has agreed in writing with Merchant that the Goods will not be so stacked and that any Charges arising from such agreement are paid;
10.6 if a Container has been Stuffed by or on behalf of Merchant then Carrier is not liable for any loss of or damage or delay to the Goods caused by: (i) the way the Container has been Stuffed; or (ii) the unsuitability of or the defective condition of the Goods or their preparation for the Services or (iii) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls, humidity or ventilation settings; except if the Container is supplied by or on behalf of Carrier in such Container's condition or incorrect settings were not apparent upon proven diligence and inspection by the Merchant at or prior to Stuffing, then exclusion 10.6(iii) does not apply; or (iv) Stuffing Goods that are not at the correct temperature for carriage; or (v) inadequate or absence or incorrect supply of Merchant's information or instructions;
10.7 (i) Container must be delivered to Carrier with an intact high-security seal in place and photographic evidence of the seal number will be provided to Carrier, except where Carrier has given written agreement to seal the Container. In the event the Container is not so sealed by Merchant, Carrier reserves the right to return the Container to Merchant for resealing or to affix a seal, all at Merchant's cost. (ii) Carrier has no liability for damage or loss of Goods (a) in absence of such evidence, or (b) where any loss or discrepancy to Merchant's seal is evidenced prior to or after Carrier's care, custody or control, or (c) seal is intact on delivery to consignee.
10.8 Provided due diligence is exercised by Carrier to determine that Containers provided by them are in good working order prior to release to Merchant, Carrier has no liability for any delay, loss of or damage to the Goods directly or indirectly arising from any functioning or non-functioning of the Container or the temperature variant or humidity machinery or controls, insulation, or any apparatus of the Container (including but not limited to defects, derangement, breakdown or stoppage).
10.9 (i) Notwithstanding any particulars in this Bill, Carrier does not guarantee the maintenance of the temperature or humidity within a refrigerated or special Container irrespective of whether the Container is Stuffed or the temperature is set by Merchant or Carrier. (ii) Further, Carrier has no liability whatsoever if refrigerated Goods are carried in a range of plus or minus 2.5 degrees C (or Fahrenheit equivalent) from any temperature specified on the reverse side hereof.
10.10 Carrier is only liable for loss of or damage to Merchant supplied Container if caused by Carrier's negligence. Carrier's liability in this respect is limited to the market value at the time of such loss or damage or reasonable cost of repair of the Container, subject to deductions for betterment and fair wear and tear or 2 US$ per kilo of tare weight, whichever is least.
10.11 In no circumstances whatsoever will any property in, or lien or other rights in respect of any Container supplied by or on behalf of Carrier be transferred to Merchant or any Person.
10.12 Any Container supplied by or on behalf of Carrier must be returned empty & clean and in accordance with Carrier's instructions and in the same condition as received, failing which Merchant shall pay demurrage at the applicable rate & any additional costs of whatsoever nature occasioned by or related to such failure.

11) INSPECTION OF GOODS
Carrier or any Person authorized by Carrier shall be entitled, but not obliged, to open any Container or Package at any time and to inspect the Goods and at their sole discretion take whatever action that they deem necessary in relation to the Goods or Services. If Carrier exercises such liberty or if done by order of any government or other authority at any place, Carrier will not be liable for any loss or damage or delay incurred as a result. Merchant will be responsible for all Charges resulting from such inspection.

12) MATTERS AFFECTING PERFORMANCE
12.1 If at any time the Services are or are likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including but not limited to the Goods' condition, or late collection/delivery or abandonment or breach of clause 9, by the Merchant) whenever and howsoever arising and whether due to Force Majeure or otherwise or not whether or not the Services have commenced, Carrier may at its sole discretion and without prior notice to Merchant:
12.1.1 carry the Goods to the port of discharge or place of delivery or by an alternative route to that indicated on the reverse side hereof or that which is usual for Goods consigned to that port of discharge or place of delivery; or
12.1.2 suspend the Services (but otherwise not the contract) and store Goods ashore or afloat and endeavour to conclude delivery when reasonably possible, or
12.1.3 abandon the Services and/or reject the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place that Carrier may deem safe and convenient, whereupon the responsibility and any liability of Carrier in respect of such Goods and Services shall cease.
12.2 Without prejudice to any rights or remedies available to Carrier in accordance with this clause 12, Carrier is entitled to continue the Services.
12.3 In any event Merchant shall pay in full existing Freight & Charges and any additional Freight & Charges arising from or connected with any liberties of clause 12 exercised by the Carrier.
12.4 Carrier's responsibility for Goods shall cease on delivery or other disposition of the Goods in accordance with 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.

13) METHODS AND ROUTE OF TRANSPORTATION
13.1 Carrier may at any time and without notice to Merchant and notwithstanding any named ports or routes on the reverse side hereof:
13.1.1 use any means or modes of transport or storage whatsoever;
13.1.2 load or carry the Goods on any Vessel whether named on the reverse hereof or not, or by any other means of transport whatsoever;
13.1.3 transfer at any stopping place the Goods from or to a conveyance or Container for transhipping/transloading; or load, unload or store the Goods at any place or port or forward the same in any manner whatsoever, whether scheduled or not;
13.1.4 proceed at any speed, route, place or port at Carrier's discretion whether or not by the nearest or most direct or customary or scheduled route and proceed to or stay at any place whatsoever and whenever in any order;
13.1.5 comply with any orders, directions, or recommendations given by or from (i) any Person acting or purporting to act as or on behalf of a government or authority or having such authority; or (ii) Service Providers' or Persons', contractual authority;
13.1.6 proceed with or without pilots, to tow or be towed or to be dry-docked;
13.1.7 carry Livestock, explosives, munitions, dangerous or hazardous Goods or lawful Goods of any and all kinds.
13.2 (i) The liberties set out in 13.1 may be invoked by Carrier for any purposes whatsoever and whether or not connected with the Services. (ii) Anything done in accordance with 13.1 or any delay arising therefrom shall be deemed to be within the contractual carriage/Services and Merchant agrees and warrants that such liberties shall not be a deviation of whatsoever nature or degree and Carrier shall be entitled to full Charges and Freight incurred therefrom and to all Defences.

14) MERCHANT INDEMNITY
Without limiting Merchant's other indemnity obligations herein, Merchant agrees to fully indemnify and hold harmless Carrier against all claims or liabilities or damages or costs or expenses or duties, taxes or fines or penalties or imposts and any demands or charges or fees (including but not limited to attorneys' fees) or expenses, of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

15) DECK CARGO AND LIVESTOCK
15.1 Goods, containerised or not, may be carried on or under deck without notice to Merchant and Carrier will not be required to note on the Bill any statement of on-deck carriage. Merchant agrees and warrants that notwithstanding any liberties of clause 12 exercised by the Carrier, Carrier shall not be liable for any loss or damage of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

16) NOTIFICATION AND DELIVERY CLAUSE
16.1 Any mention in this Bill of parties to be notified of arrival of Goods is solely for information purposes. Carrier has no liability whatsoever for any failure to provide such notification and such failure shall not relieve Merchant of any obligations hereunder.
16.2 Merchant shall ensure that they take immediate delivery of Goods (i) as notified to the Merchant by the Carrier or (ii) in the absence of such notice on Vessel's discharge or at delivery point shown on reverse hereof.
16.3 If Merchant fails to take delivery of Goods in accordance with clause 16.2 Carrier may without notice remove the Goods from the Container and store the Goods ashore, afloat, in the open or under cover, at the sole risk and expense of Merchant. Such storage constitutes due delivery hereunder and thereupon all liability and responsibility whatsoever of Carrier ceases.
16.4 Merchant's attention is drawn to the expiry of free storage time and Merchant's liability for demurrage costs contained in Carrier's tariff and herein.
16.5 Once the time has expired, the Goods may be stored at the sole risk and expense (including but not limited to demurrage and storage) of Merchant. However, if Carrier believes that the Goods are likely to deteriorate, decay, lose value or incur Charges in excess of their value, Carrier may without notice to Merchant and without prejudice to any other rights or remedies, publicly or privately sell or dispose of the Goods and apply the proceeds to the Freight and any Charges.

17) BOTH-TO-BLAME COLLISION
17.1 If the Vessel comes into collision with another ship due to the negligence of the other ship and any act or neglect of the Carrier in the navigation or management of the Vessel, and Merchant receives compensation or damages paid or payable by the other non-carrying ship for any loss, damage or any claim whatsoever for the Goods or Services, the Merchant shall indemnify & hold harmless Carrier for any such compensation/damages to the extent the non-carrying ship seeks to set off, recoup or recover this from the Vessel or Carrier.
17.2 The provisions of 17.1 will also apply where the owners, operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects, are at fault in respect of a collision or contact.

18) GENERAL AVERAGE
18.1 Carrier may declare General Average (GA) at any place and GA is adjustable according to the current version of York-Antwerp Rules or as stated in the Service Provider's terms and conditions, at the option of Carrier. Merchant agrees to pay any GA and warrants that they shall provide any GA security as required by Carrier and shall jointly and severally contribute with the Service Provider in GA to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and any other charges incurred in respect of the Goods.
18.1 If a salvage ship is owned or operated by Carrier or Service Provider, salvage shall be paid as if the said salving ship or ships belonged to strangers. Such deposit as Carrier or Service Provider may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall be paid by Merchant to Carrier before delivery.
18.3 Merchant and the Goods must contribute to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods in the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise.
18.4 Carrier is not obliged to commence or continue any obligation to take any steps whatsoever to collect security for GA or salvage contributions due from Merchant.

19) FREIGHT AND CHARGES
19.1 Freight & Charges are irrevocably earned, and fully payable by Merchant and non-returnable in any event irrespective whether prepaid, collect or otherwise or whether Goods lost, damaged or delayed.
19.2 Freight & Charges are calculated from particulars furnished by Merchant. Carrier is entitled to production of the commercial invoice and packing list for the Goods or true copies thereof and to inspect, reweigh, remeasure and revalue the Goods. If the particulars are incorrect, Merchant shall pay Carrier the correct Freight & Charges (credit given for the Freight & Charges charged) and any costs incurred in establishing the correct particulars.
19.3 Irrespective of what is used to calculate any Freight or Charges, any Freight or Charges are to be considered for Carrier's liability purposes as "lump sum".
19.4 All Freight & Charges must be paid without any set off, counterclaim, or deduction.
19.5 When requested by any Person by Merchant in respect of any applicable Freight due to Carrier, such Person shall be considered the exclusive agent of Merchant for all purposes and any payment to such Person shall not be considered payment to Carrier. Failure of such Person to promptly pay any part of the Freight or Charges to Carrier shall be considered a default by Merchant in the payment of the Freight or Charges.
19.6 Should the Merchant fail to make timely payment of any Freight or Charges, Merchant shall be liable to Carrier for all costs and expenses of recovery of such sums from Merchant plus attorneys' fees, plus the higher of 6% interest or the available commercial interest rate in the country of recovery calculated from the due date of such sums.

20) LIEN
Carrier shall have a particular and general lien on any documents or Goods for all and any unpaid past or present sums whatsoever that are payable by Merchant to the Carrier in accordance with Services and for GA and salvage contributions to whomsoever due. Carrier can at their option hold Goods or sell the Goods at public or private sale without notice to Merchant to satisfy the lien in whole or in part. If the proceeds of sale are less than the costs and expenses including without limitation attorneys' fees fall to cover the amount due, then Carrier is entitled to recover any deficit from Merchant.

21) VARIATION OF THE CONTRACT
No amendment or waiver of or departure from any provision of this Bill shall be valid against Carrier unless such waiver or variation or departure is specifically authorised in writing by a director or officer of Carrier with actual authority to do so. Such waivers or consents by Carrier are not continuous and shall only be effective in the specific instances and purposes for which they are given.

22) PARTIAL INVALIDITY
If any provision of this Bill, in whole or in part, is held to be unenforceable by any court or Person so empowered, such unenforceability will attach only to such provision or part. Such holding will not aff

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SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) ALVO MEDICAL SP. Z O.O. UL. POLUDNIOWA 21A, 64-030 SMIGIEL, POLSKA NIP 698-18-24-501	BOOKING NO. 28761273 BILL OF LADING NO. 28761273 EXPORT REFERENCES 28761273/GDY
CONSIGNEE (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) DRAGER MEDICAL MEXICO, S.A. DE C.V. AV. SANTA FE, 170 5-4-14 01210 MEXICO D.F. COL. LOMAS DE SANTA FE MX TAX_ID: DMM040206NG8 +52 5570505927 ADRIAN.BENITEZ@DRAEGER.COM	FORWARDING AGENT, F.M.C. NO OMIDA SEA AND AIR S.A. PLAC KASZUBSKI 8 GDYNIA 81-350 PL-POLAND POINT AND COUNTRY OF ORIGIN OF GOODS
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE	FOR DELIVERY PLEASE APPLY TO INTERTEAM S.A. DE C.V. COLIMA 114 DESPACHO 201, D.F.COLONIA ROMA 6700

PRE-CARRIAGE BY*	PLACE OF RECEIPT BY PRE-CARRIER* GDYNIA	TRANSSHIPMENT PORT
EXPORT CARRIER (VESSEL/VOY/FLAG) MAERSK DANUBE 636W	PORT OF LOADING HAMBURG	LOADING PIER/TERMINAL CFS / CFS
PORT OF DISCHARGE VERACRUZ	PLACE OF DELIVERY BY ON CARRIER* VERACRUZ	NUMBER OF ORIGINALS 0/EXPRESS

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS/CONTAINER NOS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
28761273 VER285862 1/1	1	PALLET MEDICAL EQUIPMENT HS CODE:91081900 FREIGHT PREPAID	606.271 Lbs 275.000 Kgs	53.502 Cbf 1.515 Cbm
SHIPPER'S LOAD, STOW AND COUNT				
		For notification purpose only		
		Page 1 of 1 Total:	606.271 Lbs 275.000 Kgs	53.502 Cbf 1.515 Cbm

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

FREIGHT & CHARGES	BASIS	RATE	PREPAID	COLLECT
			TOTAL	TOTAL

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.

DATED AT GDYNIA ON SEP 11, 2026

BY **SHIPCO TRANSPORT AS CARRIER**

1) DEFINITIONS
Bill: This Bill of Lading and terms, issued or intended to be issued by the Carrier on behalf of Merchant.
Carrier: The company stated as Carrier on the reverse of this Bill as signed by Carrier or their agents. This is not indicative of Carrier's legal capacity.
CFU: Customary Freight Unit as applied under COGSA for Goods not in packages and includes a shipping unit.
Charges: Any charges relating to or directly or indirectly connected to the Goods or Services, excluding Freight. These include but are not limited to charges that are: as provided by Carrier's tariff, dead freight, ad valorem, less than full container load service, currency adjustment factor, bunker adjustment factor, surcharges, any insurance charges; amending the Bill, handling, storage, demurrage, detention, any inspection; special freight for Services for special containers; return Freight; charges arising from sale or disposition of Goods and any other Charges or expenses whatsoever, directly or indirectly arising in relation to the Goods or Services.
COGSA: The Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936 and any amendments thereto.
Container: Any container, trailer, semi-trailer, swap body, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate or transport Goods and any connected/installed equipment thereof.
Defences: Without limitation all rights, immunities, exclusions, exemptions, monetary limitations, defences, and limitations of or exoneration from/to liability, provided by law and/or any terms of this Bill or contract which might abate, bar, defeat, exonerate or reduce any liability of Carrier. This also includes without limitation the Bill's Law & Jurisdiction clause.
Force Majeure: Any circumstances beyond the reasonable control of Carrier or Service Provider or their respective servants or agents that prevent, hinder or delay them from complying with or delaying or hindering all or part of their obligations including without limitation, any inherent difficulties of infrastructure, or of geographical, social or political difficulties of the countries traversed; strike, lock-out or any form of industrial action or withdrawal of labour of any kind; civil disturbance, riot, war (whether declared or recognised by any political authority or government or not), armed conflict, any act of terrorism, or any act of violence or threat; any circumstances or event involving nuclear radiation or substances; Act of God, fire, explosion, ice, snow, storms, flood, earthquake, volcanic eruption, tidal wave, epidemic or state of quarantine or any severe weather or any natural physical disaster; sanctions, embargoes; blockades; congestion; any embargoes; any arrest or restraint; any collision, stranding or sinking; any shortage of components or raw materials, lack of power supplies or telecommunications or lack of available facilities; any economic unviability to the Carrier or Service Provider; Service Providers' or any Persons' liquidation or bankruptcy or any cessation of trade; failures of any transportation network or infrastructure; any prohibition or restriction on import or export of state or governmental action.
Freight: The ocean and land-side carriage costs booked, excluding Charges.
Goods: In whole or in part, any moveable property of whatsoever type or nature supplied by or on behalf of Merchant. Includes without limitation any Container not supplied by Carrier.
Hague Rules: Provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.
Hague-Visby Rules: Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968 and any subsequent amendments thereto.
Livestock: Any Goods that are living creatures or organisms.
Merchant: The shipper, the consignee, the receiver of the Goods, the holder of this Bill, any Person owning or entitled to the possession of the Goods or this Bill, any Person having a present or future interest in the Goods or Bill or any Person acting on behalf of any of the foregoing Persons.
Package: For limitation purposes: (i) The Container when the Goods are shipped in a Container. (ii) Where the Container is adjudged not to be a Package for limitation, then the skid, pallet, flat or other device used to consolidate the Goods to facilitate handling and transportation, whether such units of consolidation are disclosed in any portion or column on the reverse side hereof or not. (iii) Where there are no units of consolidation, then any box, carton, drum or any other packaging preparation used to facilitate the handling and transportation of the Goods. (iv) These package definitions do not apply to Goods shipped in bulk, and they supersede any inconsistent provision which may be printed, stamped or written elsewhere in this Bill.
Person(s): In whatever capacity individually or collectively any of the following: person, individual, limited liability company, business or partnership, joint venture, association, trust, government authority, body corporate or any entity or organisation and any of the foregoing's servants and agents.
Port Area: The period whilst within the confines of a port following delivery by the inland carrier to the port but prior to loading on the Vessel and also subsequent to discharge from the Vessel but prior to delivery from the port to the inland carrier, including but not limited to carriage to or from any container yard or container freight station within the port area and whilst stored or handled at such area, yard or freight station.
Port to Port Shipment: When only the port of loading and the port of discharge are shown on the reverse hereof and the place of acceptance and the final destination are unstipulated.
Service Provider(s): Excluding Carrier but otherwise includes but is not limited to any: Person, but excluding any government authority; or carrying or non-carrying Vessel, charterers, slot charterers, operators, managers, owners; stevedores or terminals; or groupage operators, road or rail transport operators; warehousemen; or any independent contractors or bailees; all parties' servants or agents including but not limited to Carrier's servants or agents of whatever type appointed by or on behalf of Carrier to perform the Services and whether in direct contractual privity with Carrier or not.
Services: All and every services or operations of whatsoever type or for any mode, and executed in any legal capacity including but not limited to ocean and inland carriage, transport, handling, warehousing and agency services undertaken or performed by or on behalf of Carrier or Service Provider in respect of or related to the Goods or any transaction or the acceptance of Merchant's instructions in the course of business whether gratuitous or not, singly or combined.
Special Drawing Rights (SDRs): As defined by the International Monetary Fund.
Stuffed: Filled, consolidated, packed, loaded, stowed or secured.
Through Transport: Arises where the Services extend beyond a Port to Port Shipment.
Vessel: Any waterborne craft used for Services under this Bill including but not limited to ocean vessels, feeder vessels, barges and other inland water vessels, and substituted vessels, whether named in Bill or not.

2) CARRIER'S TARIFF
The provisions of Carrier's tariff are incorporated herein. A copy of the tariff is available at Carrier's website as stated on the reverse hereof or otherwise upon request and is obtainable from any regulatory body with whom the tariff has been filed. In the case of inconsistency or conflict or contradiction between this Bill and the tariff, the terms of this Bill prevail.

3) WARRANTY OF AUTHORITY
Merchant warrants and agrees that they are or have the necessary authority to enter into any contract of Services and that they are jointly and severally bound by these terms.

4) NON-NEGOTIABILITY OF THE BILL
This Bill is non-negotiable, unless made out "to order" or to "Bearer" in which case it is negotiable and constitutes title to the Goods. The lawful holder of a negotiable Bill is entitled to receive or to transfer the Goods herein described. Unless the Merchant requests to the contrary and such request is agreed in writing by Carrier, if on the reverse the Bill is consigned directly to a named or nominated party or the Bill is described as "Express" then this Bill is non-negotiable and delivery may be made to the named or nominated party on reasonable proof of identity and without presentation of the Bill. Merchant agrees that such delivery shall constitute due delivery hereunder.

5) CERTAIN RIGHTS AND IMMUNITIES FOR CARRIER AND OTHER PARTIES
5.1 Carrier is entitled to sub-contract on any terms whatsoever the whole/part of Services to any Service Provider.
5.2 It is warranted and agreed by Merchant that: (i) the Carrier's servants or agents and all Service Providers appointed by or on behalf of Carrier for any Services, in consideration flowing from such appointment, are entitled to the benefit of all Defences and liberties hereunder: (ii) in no circumstances will any Person covered by clause 5 have any liability whatsoever or howsoever caused that is greater than that of Carrier to anyone other than Carrier.
5.3 The Defences and liberties provided in the Bill apply in any action against any Person covered by clause 5 whether based in contract, tort, indemnity, contribution, or any other cause of action.

6) CARRIER'S RESPONSIBILITY
6.1 (i) Merchant warrants and agrees: that Carrier is a non-vessel owning common carrier and does not own, operate, charter or lease Vessels or other means of transport, or engage in Goods handling or storage. Carrier as agents of Merchant will at their choice & discretion procure contracts with Service Providers or where necessary, and without liability for, government authorities on Merchant's behalf for any Services. Merchant is bound by and Carrier is entitled to any Defences in any tariffs, bills of lading or contracts by which such Service Providers or authorities are engaged to perform all or part of the Services. (ii) In all cases copies of the **Service Providers'/authorities' contracts, tariffs or bills of lading are available on request.**
(iii) When Hague or Hague-Visby Rules or COGSA regimes compulsorily apply, it is confirmed that liability of Carrier for loss of or damage to the Goods under (a) COGSA, does not exceed US$500 per Package or CFU and under (b) the Hague-Visby Rules does not exceed 666.67 SDRs per Package or 2 SDRs per kilogram of gross weight of the Goods, whichever is the higher and (c) the Hague Rules as compulsorily applicable. **Outside of these regimes this Bill imposes other limits. Notwithstanding, Merchant can elect to have higher compensation by declaring the value of the Goods in accordance with clause 6.3;** (iv) **Merchant's attention is drawn to limitations and exclusions herein, in clauses (amongst others) 6,7,7.4, 8 & 10.**

6.2 Port to Port Shipments
6.2.1 US shipments: If Bill includes carriage to/from the USA, Bill is subject to COGSA, the terms of which are incorporated herein and are paramount throughout the carriage by sea and for the entire time that Goods are in the actual custody of the Carrier or the Service Provider, including before loading onto or after discharge from the Vessel, in the Port Area.
6.2.2 Non-US shipments: In so far as Bill relates to carriage that is not to or from the USA; (i) Bill is subject to any law making the provisions of the Hague Rules or the Hague-Visby Rules, if any, applicable to Bill, and (ii) in respect of the period whilst Goods are in the Port Area and where the Hague Rules or Hague-Visby Rules are not compulsorily applicable, then Merchant appoints Carrier as agent to enter into any contracts on their behalf with any Person or applicable Service Provider for any Services and on any terms whatsoever **including terms less favourable than the terms in this Bill (copies of such terms being available on request).** (iii) (a) Carrier has no liability whatsoever for loss, damage, delay, non-delivery or mis-delivery of or to the Goods howsoever caused before loading onto or after discharge from the Vessel whilst at the Port Area, unless Goods are in Carrier's actual possession. (b) In the event that clause or part of clause 6.2.2 (a) is ineffective, then clause 7.4 applies.
6.2.3 Subject to any compulsory law, Hague and Hague-Visby Rules or COGSA (as applicable) shall also extend to any lighterage services and any waterborne carriage and to any coastal traffic or inland waterways. Reference to carriage by sea in the Hague or Hague-Visby Rules, COGSA or relative national law is deemed to include inland waterways.
6.2.4 Carrier is entitled to (and nothing herein operates to deprive or limit such entitlement) the full benefit and rights to all Defences and all rights conferred by any applicable law or regulation of any country (including but not limited to any provisions of Chapter 305 of Title 46 of the United States Code and any amendments thereto) and without prejudice to the generality of the foregoing also the benefit of any law or regulation whatsoever that is available to any Service Provider, including but not limited to the London Limitation Convention 1976 or any applicable convention or law governing the rights of shipowners or charterers to limit their liability in accordance with the Vessel's tonnage or value.

6.3 Through Transport
6.3.1 Carrier's Port to Port & Port Area liability for Through Transport is as per clause 6.2.
6.3.2 If for any reason clause 6.1(i) does not apply with regard to any Services and subject to clause 8.3, Merchant nevertheless acknowledges and agrees that Carrier's liability is determined in accordance with: (i) the contracts, tariffs, or bills of lading of any responsible Service Provider (& clause 6.1(ii) applies) or (ii) for shipments to or from the United States in compliance with the liability standards and defences of COGSA, or (iii) for monetary limitations clause 7.4 herein, whichever imposes the least liability on the Carrier, and (iv) where a Service Provider's lower monetary limitation is applicable Carrier is entitled to avail itself of such lower liability and under no circumstances whatsoever shall Carrier be liable to a greater extent than it can recover from the actual Service Provider engaged to perform the Services.
6.3.3 Subject to any compulsory legislation to the contrary and without prejudice to any other provisions of this Bill, if the place where the loss or damage occurred cannot be proven then Carrier's monetary liability will be determined by clause 7.4.
6.3.4 If the place where the loss or damage occurred can be proved:
6.3.5 Subject to clause 7.6, the liability of Carrier shall be determined by the provisions contained in any International Convention or law that is compulsorily applicable.
6.3.6 If there is no International Convention or other compulsory law applying, then Carrier's liability is determined by the provisions of this Bill.
6.3.7 Notice of Opting out of Carmack Amendment/ICC Termination Act of 1995: Where Through Transport commences or terminates in the United States, should for any reason it be determined that Carmack applies to the Services or this Bill, then the following applies: (i) Carrier shall arrange transport with US land Service Providers, either as ocean carriage as defined by 49 U.S.C. Section 13506, or if not so exempt, then as "contract carriage" as defined by 49 U.S.C. 13102(4), under this Bill. (ii) Merchant expressly waives all rights and remedies it may have as to Carrier and its appointed motor or rail carriers under 49 U.S.C. Subtitle IV, Part B (excluding §§ 13703, 13706, 14101 and 14103) to the full extent permitted by 49 U.S.C. § 14101(b)(1), each as amended from time to time.

7) GENERAL LIABILITY AND OTHER PROVISIONS
7.1 Where Carrier's liability arises from a cause which is only contributory, Carrier is only liable to the extent that those factors have contributed to the loss or damage.
7.2.1 Subject to any Carrier's Defences, any agreed liability shall be calculated by reference to the value of the Goods as determined by any compulsory law applying or,
7.2.2 if there is no applicable compulsory law then by the FOB/FCA value of the Goods at the place and time at which they were accepted for Carriage, or
7.3 if 7.2.1 & 7.2.2 do not apply then the value shall be calculated by reference to the wholesale value of Goods of the same kind and quality at the time and place of shipment.
7.4 MAXIMUM OF MONETARY LIABILITY: 7.4 (i) Notwithstanding any term or limitation herein to the contrary except clause 6.2.1, and subject to: any higher value declared pursuant to clause 8.3; Hague Rules, COGSA or the Hague-Visby Rules or any other mandatorily applicable; clause 7.5, 10.9 and 19.3; or should any Defences herein be held to not apply, and without prejudice to any agency status of Carrier, the Carrier's maximum liability is as per clause 7.4 (ii).
7.4 (ii) Carrier's maximum liability for loss or damage or delay or mis-delivery or any other liability whatsoever in direct or indirect connection with or howsoever arising from (including without limitation from negligence of any kind) the Goods or Services will not in any circumstances whatsoever exceed a sum of (a) US$500 per Package or CFU or (b) US$2.00 per kilo of the gross weight of the Goods affected or (c) the sum of Merchant's loss or the value of such Goods or (d) the Service Providers' monetary limits of liability, **whichever is the least.**
7.5 Carrier has no liability for correction costs for any erroneous shipment of Goods to an incorrect destination. Without prejudice to the foregoing or any other Carrier's rights and remedies, if Carrier is for some reason found liable in this respect, then any liability shall be limited to a maximum sum of US$2,500.00.
7.6 (i) Where international transport conventions or international or national law are compulsorily applicable, the Bill still applies. (ii) If any conflict exists between the Bill and such compulsory conditions the latter prevails to the extent of the conflict, but no further. (iii) The Bill applies to any silence or gaps or omissions in provisions in such compulsory conditions.
7.7 It is warranted/agreed that superheat/sust, condensation, or any mould or any like condition due to moisture is not a condition of damage but is inherent to the nature of particular Goods or transport conditions and any Carrier's or Service Provider's receipt of the Goods in apparent good order and condition is not a representation that such condition of Goods did not exist on receipt.

8) AD VALOREM, FORCE MAJEURE, EXCLUSIONS, DELAY, LIMITATIONS, AND TIME BAR
8.1 Force Majeure/Other Exclusions.
8.1.1 Carrier will be relieved from its duty to perform its obligations for the Services due to any Force Majeure event.
8.1.2 Under no circumstances whatsoever will Carrier have any liability directly or indirectly caused by: (i) Force Majeure or (ii) Other Exclusions as defined in clause 8.1.3.
8.1.3 Without prejudice to any other Defences, rights or remedies available to Carrier, Other Exclusions means exclusions of liabilities or obligations that are directly or indirectly related, connected or attributable to or by: (i) any act or error or omission or instructions or advices or breach of contract or warranty howsoever, of or from Merchant, (ii) wastage in bulk or weight, (iii) delay, (iv) latent defect, (v) any loss, damage or delay arising from inherent defect or quality or vice or nature of the Goods or (vi) insufficiency of packing or insufficiency or inadequacy of marks, (vii) any abandonment by Merchant, (viii) fire unless the fire was caused by the actual fault or privity of Carrier; (ix) any damage or loss or delay whatsoever and howsoever caused whilst the Goods are in the care custody or control of any government or other authority, including but not limited to government or other authority owned transit terminals, warehousing or during inspections by such government authority; (x) any liability NOT arising from or connected to the Carrier's negligence.
8.2 Delay/consequential & direct loss exclusions.
8.2.1 Carrier does not undertake or guarantee that the Goods or any documents relating thereto shall arrive or be available at any place or stage during the Services and by way of example and not by limitation at any particular time or to meet any particular requirement of any delivery, contract, sale, seasonal or other market, license, permission, convenience or credit of Merchant, or any marketing for or use of, the Goods.
8.2.2 In no circumstances whatsoever or howsoever caused (including negligence of any kind) will Carrier have any liability directly or indirectly caused by delay.
8.2.3 All exclusions of liability under this clause 8.2.3 by way of example and not limitation, apply to any losses that are direct and which flow from the natural cause of any breach or incident and also to indirect and consequential losses. These foregoing losses and any similar or like losses arising from any circumstance whatsoever are excluded (including but not limited to losses arising from negligence of any kind) whether or not the Carrier or the Merchant had knowledge or notice that all or any of the losses might be incurred: (i) Diminishment or loss of sale ability. (ii) Loss of or determent of: profits, sales or income or savings, real or potential future business, use (including but not limited to any losses for remedy and any losses already incurred or ongoing because of such loss of use), reputation, goodwill or production or increased costs of production. (iii) Increased costs of production (iv) Without limitation any business, or factory or office or scientific or exploration activity or other work environment of any kind that suffers or is threatened by any failure, interruption, suspension or stoppage or closure, of any kind and howsoever arising. (v) Any consequential stoppage, interruption or failure of any process or operation, of any description including without limitation any IT system, programme, equipment or process. (vi) Any increase in value from actual value of Goods caused by replacement value or by betterment. (vii) Due to non-viability of repair costs. (viii) Statutory or punitive damages. (ix) Fines or penalties. (x) Any pure economic losses. (xi) Any consequential, incidental, special losses or indirect damages.
8.2.4 Without prejudice to clause 8.2.2 or any other Carrier's rights and remedies whatsoever, if Carrier is for some reason found liable for delay, any such liability whatsoever or howsoever caused including but not limited to negligence of any kind, shall be limited to the Freight charged.
8.3 Ad Valorem: declared value for increased level of liability.
8.3.1(i) Notwithstanding any other provisions of this Bill, Merchant may request and obtain an increased level of liability higher than that otherwise provided for in this Bill, only by declaring in writing the value of the Goods and paying any additional Charges. Such request must be agreed in writing by Carrier prior to rendering Services. Such agreed declared value shall be substituted for the limits of liability for loss of or damage to Goods under this Bill. (ii) This declared value is not a guarantee that the true value of the Goods at destination is less than such declared value, the lower value shall be deemed to be the declared value. 8.3.1(iii) Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.
8.3.2 Merchant agrees and warrants that ad valorem arrangements herein shall only apply to liability for loss of or damage to Goods.
8.4 Notification period and time bar (limitation of actions)
8.4.1 Carrier shall be deemed to have delivered Goods in the order and condition as described in this Bill unless written notice of any discrepancy indicating the general nature of such discrepancy is given at the place of delivery or at the time of the Services to the Person having the custody of the Person taking delivery under this Bill or if the loss or damage is not apparent, within three consecutive days thereafter.
8.4.2 (i) In any event Carrier shall be discharged of all liability whatsoever and howsoever arising from or in connection with the Goods or Services, including without limitation any claims for indemnity or contribution and (ii) all rights of the Merchant to claim from the Carrier or Service Provider are extinguished unless (a) suit is brought and (b) written notice thereof be given to Carrier, within one year after delivery of the Goods or the date when the Goods should have been delivered.
8.4.3 Notwithstanding clause 8.4.2, in cases where any Carrier's or Service Providers' liability arises or is caused from or attributable to or connected to (a) any agency Services provided by the Carrier or Service Provider or (b) the Carrier's or Service Providers' acts, errors or omissions or events or circumstance that occur or manifest outside of the port to port or Port Area period of transport or handling, then 8.4.2 applies except that Clause 8.4.2 (ii)(b) is deleted and replaced with: (b.i) written notice thereof be given to Carrier, within nine months from the date of the event or occurrence alleged to give rise to a cause of action against Carrier or, (b.ii) written notice thereof be given to Carrier within any period under the application of clause 6.3, whichever is the shortest period.

9) MERCHANT'S RESPONSIBILITY
Merchant agrees and warrants that:
9.1 the information, declaration, description and particulars of Goods furnished by Merchant including but not limited to weight, content, measure, quantity, quality, condition, marks, numbers, addressing and value, are correct and that they will inform Carrier in advance of any special conditions that may apply to the Goods or Services;
9.2 they will provide all documents, information and truthfully completed for the Services and that all Goods, documents, information and Merchant, comply with any laws or regulations or requirements whatsoever. Carrier is not obliged to check whether the Goods, documents or information provided by Merchant are correct, lawful or sufficient;
9.3 they will ensure that all Goods are properly prepared, packed or marked and labelled to inform the relevant parties, and in a manner to withstand the ordinary risks of the Services and the Goods having regard to their nature or the method of transport/handling and in compliance with all laws, rules, regulations and requirements (whether compulsorily applicable or not) that apply and that enhance or provide best practice for the security and safety of the Goods, Container and Services;
9.4 they will bear all relevant expenses & costs for return of Goods, change of destination or transhipment or arranging of delivery mode;
9.5 they will ensure that no Goods which are or may become dangerous, hazardous, inflammable, noxious, radioactive or damaging or which are or may become liable to damage any property or Person whatsoever shall be tendered to Carrier for Services without Carrier's consent in writing. If any such Goods are tendered without such written consent or required prior arrangements in writing/labelled as such, Carrier the Goods, whether pre-declared or not, are or are liable to become dangerous or hazardous or damaging, then no liability to Carrier will attach and the Goods may at any time be destroyed, disposed of, abandoned, or rendered harmless without compensation to Merchant and without prejudice to Carrier's right to Freight & Charges and indemnity;
9.6 they will be liable by way of example and not by limitation for any direct or indirect loss, damage, delay, contamination, soiling, pollution, detention or demurrage, of whatsoever nature to or of: (i) the environment, or any property or Goods whatsoever (including but not limited to Containers) of Carrier or of the Service Providers or of any Person, or (ii) for death or injury to any Person, caused by any act or error or omission of Merchant or any Person acting on their behalf or for which Merchant is otherwise responsible and whether such events arose or occurred before or during or after the Services;
9.7.1 it is Merchant's sole responsibility and Merchant must provide to Carrier, electronically or by any means as mutually agreed, the Verified Gross Mass (VGM) of each Container prior to the deadline stipulated by Carrier for submission (Verified Cut off time). If VGM is not provided in time by the Merchant, Carrier shall be under no obligation to commence or continue Services for that Container;
9.7.2 Carrier may store, re-weigh or return the Container to the Merchant at Carrier's discretion and at Merchant's cost, if VGM is not so provided.

10) PROVISION AND STUFFING OF CONTAINERS
The Merchant warrants and agrees that:
10.1 without prejudice to any other rights and remedies, this Bill shall govern the responsibility and liability of Carrier and Merchant in connection with or arising from the supply or use of a Container to or from and by Merchant and for Merchant supplied Containers whether supplied or kept or used prior or during or subsequent to Services;
10.2 unless prior written agreement is given by Carrier and any additional freight has been paid or agreed to be paid, Carrier is under no obligation to provide a Container of any particular type or quality;
10.3 unless otherwise confirmed by Merchant and agreed by Carrier in writing, the Goods are not temperature sensitive and do not require any special Containers, handling, storage, stowage, care or facilities;
10.4 Goods may be Stuffed by Carrier in or on Containers and Goods may be Stuffed with other goods of whatsoever nature;
10.5 Carrier or Service Provider can palletise any un-palletised Goods, or breakdown pallets, skids or the like and any and all Goods or pallets and the like can be stacked upon unless prior to receipt of the Goods Carrier has agreed in writing with Merchant that the Goods will not be so stacked and that any Charges arising from such agreement are paid;
10.6 if a Container has been Stuffed by or on behalf of Merchant then Carrier is not liable for any loss of or damage or delay to the Goods caused by: (i) the way the Container has been Stuffed; or (ii) the unsuitability of or the defective condition of the Goods or their preparation for the Services or (iii) the unsuitability or defective condition of the Container or the incorrect setting of any refrigeration controls, humidity or ventilation settings; except if the Container is supplied by or on behalf of Carrier in such Container's condition or incorrect settings were not apparent upon proven diligence and inspection by the Merchant at or prior to Stuffing, then exclusion 10.6(iii) does not apply; or (iv) Stuffing Goods that are not at the correct temperature for carriage; or (v) inadequate or absence or incorrect supply of Merchant's information or instructions;
10.7 (i) Container must be delivered to Carrier with an intact high-security seal in place and photographic evidence of the seal number will be provided to Carrier, except where Carrier has given written agreement to seal the Container. In the event the Container is not so sealed by Merchant, Carrier reserves the right to return the Container to Merchant for resealing or to affix a seal, all at Merchant's cost. (ii) Carrier has no liability for damage or loss of Goods (a) in absence of such evidence, or (b) where any loss or discrepancy to Merchant's seal is evidenced prior to or after Carrier's care, custody or control, or (c) seal is intact on delivery to consignee.
10.8 Provided due diligence is exercised by Carrier to determine that Containers provided by them are in good working order prior to release to Merchant, Carrier has no liability for any delay, loss of or damage to the Goods directly or indirectly arising from any functioning or non-functioning of the Container or the temperature variant or humidity machinery or controls, insulation, or any apparatus of the Container (including but not limited to defects, derangement, breakdown or stoppage).
10.9 (i) Notwithstanding any particulars in this Bill, Carrier does not guarantee the maintenance of the temperature or humidity within a refrigerated or special Container irrespective of whether the Container is Stuffed or the temperature is set by Merchant or Carrier. (ii) Further, Carrier has no liability whatsoever if refrigerated Goods are carried in a range of plus or minus 2.5 degrees C (or Fahrenheit equivalent) from any temperature specified on the reverse side hereof.
10.10 Carrier is only liable for loss of or damage to Merchant supplied Container if caused by Carrier's negligence. Carrier's liability in this respect is limited to the market value at the time of such loss or damage or reasonable cost of repair of the Container, subject to deductions for betterment and fair wear and tear or 2 US$ per kilo of tare weight, whichever is least.
10.11 In no circumstances whatsoever will any property in, or lien or other rights in respect of any Container supplied by or on behalf of Carrier be transferred to Merchant or any Person.
10.12 Any Container supplied by or on behalf of Carrier must be returned empty & clean and in accordance with Carrier's instructions and in the same condition as received, failing which Merchant shall pay demurrage at the applicable rate & any additional costs of whatsoever nature occasioned by or related to such failure.

11) INSPECTION OF GOODS
Carrier or any Person authorized by Carrier shall be entitled, but not obliged, to open any Container or Package at any time and to inspect the Goods and at their sole discretion take whatever action that they deem necessary in relation to the Goods or Services. If Carrier exercises such liberty or if done by order of any government or other authority at any place, Carrier will not be liable for any loss or damage or delay incurred as a result. Merchant will be responsible for all Charges resulting from such inspection.

12) MATTERS AFFECTING PERFORMANCE
12.1 If at any time the Services are or are likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including but not limited to the Goods' condition, or late collection/delivery or abandonment or breach of clause 9, by the Merchant) whenever and howsoever arising and whether due to Force Majeure or otherwise or not whether or not the Services have commenced, Carrier may at its sole discretion and without prior notice to Merchant:
12.1.1 carry the Goods to the port of discharge or place of delivery or by an alternative route to that indicated on the reverse side hereof or that which is usual for Goods consigned to that port of discharge or place of delivery; or
12.1.2 suspend the Services (but otherwise not the contract) and store Goods ashore or afloat and endeavour to conclude delivery when reasonably possible, or
12.1.3 abandon the Services and/or reject the Goods and where reasonably possible place the Goods or any part of them at Merchant's disposal at any place that Carrier may deem safe and convenient, whereupon the responsibility and any liability of Carrier in respect of such Goods and Services shall cease.
12.2 Without prejudice to any rights or remedies available to Carrier in accordance with this clause 12, Carrier is entitled to continue the Services.
12.3 In any event Merchant shall pay in full existing Freight & Charges and any additional Freight & Charges arising from or connected with any liberties of clause 12 exercised by the Carrier.
12.4 Carrier's responsibility for Goods shall cease on delivery or other disposition of the Goods in accordance with 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.

13) METHODS AND ROUTE OF TRANSPORTATION
13.1 Carrier may at any time and without notice to Merchant and notwithstanding any named ports or routes on the reverse side hereof:
13.1.1 use any means or modes of transport or storage whatsoever;
13.1.2 load or carry the Goods on any Vessel whether named on the reverse hereof or not, or by any other means of transport whatsoever;
13.1.3 transfer at any stopping place the Goods from or to a conveyance or Container for transhipping/transloading; or load, unload or store the Goods at any place or port or forward the same in any manner whatsoever, whether scheduled or not;
13.1.4 proceed at any speed, route, place or port at Carrier's discretion whether or not by the nearest or most direct or customary or scheduled route and proceed to or stay at any place whatsoever and whenever in any order;
13.1.5 comply with any orders, directions, or recommendations given by or from (i) any Person acting or purporting to act as or on behalf of a government or authority or having such authority; or (ii) Service Providers' or Persons', contractual authority;
13.1.6 proceed with or without pilots, to tow or be towed or to be dry-docked;
13.1.7 carry Livestock, explosives, munitions, dangerous or hazardous Goods or lawful Goods of any and all kinds.
13.2 (i) The liberties set out in 13.1 may be invoked by Carrier for any purposes whatsoever and whether or not connected with the Services. (ii) Anything done in accordance with 13.1 or any delay arising therefrom shall be deemed to be within the contractual carriage/Services and Merchant agrees and warrants that such liberties shall not be a deviation of whatsoever nature or degree and Carrier shall be entitled to full Charges and Freight incurred therefrom and to all Defences.

14) MERCHANT INDEMNITY
Without limiting Merchant's other indemnity obligations herein, Merchant agrees to fully indemnify and hold harmless Carrier against all claims or liabilities or damages or costs or expenses or duties, taxes or fines or penalties or imposts and any demands or charges or fees (including but not limited to attorneys' fees) or expenses, of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

15) DECK CARGO AND LIVESTOCK
15.1 Goods, containerised or not, may be carried on or under deck without notice to Merchant and Carrier will not be required to note on the Bill any statement of on-deck carriage. Merchant agrees and warrants that notwithstanding any liberties of clause 12 exercised by the Carrier, Carrier shall not be liable for any loss or damage of whatsoever kind, nature or amount and whether direct or indirect, arising or in connection with but limited to: (i) any Merchant's breach of any applicable law or obligation or contract or undertaking or warranty or guarantee or representation or any provision of this Bill including but not limited to any resultant loss or damage or delay to any property whatsoever or the environment, or death or injury, or (ii) any cause whatsoever for which Carrier is not responsible or liable, or (iii) any liability whatsoever which exceeds Carrier's liability under this Bill, or (iv) related to Services for Livestock, or (v) any act or error or omission whatsoever of Merchant.

16) NOTIFICATION AND DELIVERY CLAUSE
16.1 Any mention in this Bill of parties to be notified of arrival of Goods is solely for information purposes. Carrier has no liability whatsoever for any failure to provide such notification and such failure shall not relieve Merchant of any obligations hereunder.
16.2 Merchant shall ensure that they take immediate delivery of Goods (i) as notified to the Merchant by the Carrier or (ii) in the absence of such notice on Vessel's discharge or at delivery point shown on reverse hereof.
16.3 If Merchant fails to take delivery of Goods in accordance with clause 16.2 Carrier may without notice remove the Goods from the Container and store the Goods ashore, afloat, in the open or under cover, at the sole risk and expense of Merchant. Such storage constitutes due delivery hereunder and thereupon all liability and responsibility whatsoever of Carrier ceases.
16.4 Merchant's attention is drawn to the expiry of free storage time and Merchant's liability for demurrage costs contained in Carrier's tariff and herein.
16.5 Once the time has expired, the Goods may be stored at the sole risk and expense (including but not limited to demurrage and storage) of Merchant. However, if Carrier believes that the Goods are likely to deteriorate, decay, lose value or incur Charges in excess of their value, Carrier may without notice to Merchant and without prejudice to any other rights or remedies, publicly or privately sell or dispose of the Goods and apply the proceeds to the Freight and any Charges.

17) BOTH-TO-BLAME COLLISION
17.1 If the Vessel comes into collision with another ship due to the negligence of the other ship and any act or neglect of the Carrier in the navigation or management of the Vessel, and Merchant receives compensation or damages paid or payable by the other non-carrying ship for any loss, damage or any claim whatsoever for the Goods or Services, the Merchant shall indemnify & hold harmless Carrier for any such compensation/damages to the extent the non-carrying ship seeks to set off, recoup or recover this from the Vessel or Carrier.
17.2 The provisions of 17.1 will also apply where the owners, operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects, are at fault in respect of a collision or contact.

18) GENERAL AVERAGE
18.1 Carrier may declare General Average (GA) at any place and GA is adjustable according to the current version of York-Antwerp Rules or as stated in the Service Provider's terms and conditions, at the option of Carrier. Merchant agrees to pay any GA and warrants that they shall provide any GA security as required by Carrier and shall jointly and severally contribute with the Service Provider in GA to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and any other charges incurred in respect of the Goods.
18.1 If a salvage ship is owned or operated by Carrier or Service Provider, salvage shall be paid as if the said salving ship or ships belonged to strangers. Such deposit as Carrier or Service Provider may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall be paid by Merchant to Carrier before delivery.
18.3 Merchant and the Goods must contribute to the payment of any sacrifices, losses or expenses of a GA nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods in the event of accident, danger, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise.
18.4 Carrier is not obliged to commence or continue any obligation to take any steps whatsoever to collect security for GA or salvage contributions due from Merchant.

19) FREIGHT AND CHARGES
19.1 Freight & Charges are irrevocably earned, and fully payable by Merchant and non-returnable in any event irrespective whether prepaid, collect or otherwise or whether Goods lost, damaged or delayed.
19.2 Freight & Charges are calculated from particulars furnished by Merchant. Carrier is entitled to production of the commercial invoice and packing list for the Goods or true copies thereof and to inspect, reweigh, remeasure and revalue the Goods. If the particulars are incorrect, Merchant shall pay Carrier the correct Freight & Charges (credit given for the Freight & Charges charged) and any costs incurred in establishing the correct particulars.
19.3 Irrespective of what is used to calculate any Freight or Charges, any Freight or Charges are to be considered for Carrier's liability purposes as "lump sum".
19.4 All Freight & Charges must be paid without any set off, counterclaim, or deduction.
19.5 When requested by any Person by Merchant in respect of any applicable Freight due to Carrier, such Person shall be considered the exclusive agent of Merchant for all purposes and any payment to such Person shall not be considered payment to Carrier. Failure of such Person to promptly pay any part of the Freight or Charges to Carrier shall be considered a default by Merchant in the payment of the Freight or Charges.
19.6 Should the Merchant fail to make timely payment of any Freight or Charges, Merchant shall be liable to Carrier for all costs and expenses of recovery of such sums from Merchant plus attorneys' fees, plus the higher of 6% interest or the available commercial interest rate in the country of recovery calculated from the due date of such sums.

20) LIEN
Carrier shall have a particular and general lien on any documents or Goods for all and any unpaid past or present sums whatsoever that are payable by Merchant to the Carrier in accordance with Services and for GA and salvage contributions to whomsoever due. Carrier can at their option hold Goods or sell the Goods at public or private sale without notice to Merchant to satisfy the lien in whole or in part. If the proceeds of sale are less than the costs and expenses including without limitation attorneys' fees fall to cover the amount due, then Carrier is entitled to recover any deficit from Merchant.

21) VARIATION OF THE CONTRACT
No amendment or waiver of or departure from any provision of this Bill shall be valid against Carrier unless such waiver or variation or departure is specifically authorised in writing by a director or officer of Carrier with actual authority to do so. Such waivers or consents by Carrier are not continuous and shall only be effective in the specific instances and purposes for which they are given.

22) PARTIAL INVALIDITY
If any provision of this Bill, in whole or in part, is held to be unenforceable by any court or Person so empowered, such unenforceability will attach only to such provision or part. Such holding will not aff

SHIPPER
BGH EDELSTAHL FREITAL GMBH
AM STAHLWERK 1
D-01705 FREITAL
GERMANY
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B/L-NO.: **609 P 9212**

REF.: **VER285888**

BILL OF LADING

CARRIER:

CONSIGNEE
INDUSTRIAS AUGE SA DE CV
CIRCUITO DE LA INDUSTRIA PONIENTE
10-A LOTE 9 CERRILLO I
52004 LERMA, MX
MEXICO
**

MSK GmbH
SCHOPENSTEHL 22 - 20095 HAMBURG
TELEFON: (040) 376 88-0
TELEFAX :(040)36 80 18 60

NOTIFY
CUSTOMS BROKER:
PATENTE: 1919
LAURA CECILIA ZAMUDIO PULIDO
EMAIL: operacionesmaritimas@zayro.com
PHONE: +1 (867) 712-7048

DRAFT

PRE-CARRIAGE BY	PLACE OF RECEIPT
	HAMBURG CFS
OCEAN VESSEL	**PORT OF LOADING**
MAERSK DANUBE	BREMERHAVEN

PORT OF DISCHARGE	PLACE OF DELIVERY	FREIGHT&CHARGES PAYABLE AT	ORIGINAL B(S)/L
VERACRUZ	VERACRUZ CFS	BREMERHAVEN	0/ZERO

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. & KIND OF PACKAGES	DESCRIPTION OF GOODS SAID TO CONTAIN	GROSS WEIGHT (KGS) CBM
INDUSTRIAS AUGE SA DE CV PORT OF DESTINATION VERACRUZ *VAT DE 140462836 NICO NEBE Tel.: +49 351 646 2274 **VAT-NO.: RFC IAU680529C65 PHONE: +52 728 285 1762 CONTACT : MS . BLANCA DIAZ POSADAS EMAIL : Blanca.diaz@auge.com	5 PACKAGES	= 5 BUNDLES / LAMIFLEX STEEL ROUND BARS NET WEIGHT 3876,0 KGS HS CODE 72222031, 72222021 AS PER DELIVERY NOTE AL032608205	3.928,0
	TOTAL 5 PACKAGES		**3.928,0**

STOWED INTO CNTR:
0,0 CBM

E X P R E S S B / L

RELEASE OF SHIPMENT ONLY AGAINST
PRESENTATION OF MSK EXPRESS BILL OF LADING

Number of packages for the purpose of this B/L and this contract of carriage say 0 container only value declared:

Particulars furnished by the shipper. Not checked by the carrier. Carrier is not responsible.

Received by the carrier in apparent good order and condition, unless otherwise indicated herein. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms and conditions wheter printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of the Bill of Lading by the Merchant. One original Bill of Lading, duly endorsed, must be surrendered by the Merchant to the carrier in exchange for the Goods or a delivery order.

FREIGHT & CHARGES:

PLACE AND DATE OF ISSUE:
HAMBURG, ……09.2026

FOR DELIVERY OF GOODS PLEASE APPLY TO:
AGENT WILL FOLLOW

MSK GmbH
Hamburg
-as carrier-

Shipper
KNAUF INTERFERALUMINIUM GMBH
OEDSTERWEG 14
59469 ENSE
GERMANY

B/L No.
VER285738

SACO SHIPPING LINE LTD

Consigned to order of
TB&C GROUP, CALLE EBANO NAVE 36,
72710 CUAUTLANCINGO, PUEBLA, MEXICO
RFC-NO.: TOM1007195V0
CONTACT: VICTOR DOROTEO CARBINO
DOROTEO.VICTOR@ HYBRID-TECHNOCLOGIES.COM
PHONE: +52 222 9025055

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

6/09/HAM/163308

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

Notify Party and address
TB&C GROUP, CALLE EBANO NAVE 36,
72710 CUAUTLANCINGO, PUEBLA, MEXICO
RFC-NO.: TOM1007195V0
CONTACT: VICTOR DOROTEO CARBINO
DOROTEO.VICTOR@ HYBRID-TECHNOCLOGIES.COM
PHONE: +52 222 9025055

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	HAMBURG	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m^3
VER285738 TB&C GROUP, CALLE EBANO NAVE 36, 72710 CUAUTLANCINGO, PUEBLA, MEXICO 20034677	9 PALLETS	S.T.C. BUSBARS HS-CODE: 76042910		7307,000	13,981

STOWED INTO CONTAINER NO.: HASU4324051

SEAL : B199106

TOTAL	**9 PALLETS**	**7307,000 KGS**	**13,981 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;
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
HAMBURG 12.09.2026

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

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

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

A Member of WorldWideAlliance

B/L No.
VER285905 - A

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

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

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

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

	Place of receipt
	HAMBURG, GERMANY CFS
Ocean vessel	Port of loading
MAERSK DANUBE 636W	BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ, MEXICO	VERACRUZ, MEXICO CFS	HAMBURG	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m^3
CARGO DETAILS AS PER ATTACHED STATEMENT					

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

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

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

The Carrier in accordance with the provisions contained on this side and on the reverse side of this document;
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
HAMBURG 12.09.2026

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

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

- A

Shipper
TOLL GLOBAL FORWARDING (GERMANY) GMBH
BURCHARDSTRAE 14
HAMBURG HH 22767 GERMANY
EORI+DE4902033

B/L No.
VER285940

SACO SHIPPING LINE LTD

Consigned to order of
TIBA MEXICO, S.A. DE C.V.
JAIME BALMES NO.8-201,LOS MORALES
POLANCO 11510 CIUDAD DE MEXICO RFC:
TME970213946
MEXICO CITY MEX 11510 MEXICO
+525547778800
+525547773838

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

6/09/HAM/163369

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

Notify Party and address
TIBA MEXICO, S.A. DE C.V.
JAIME BALMES NO.8-201,LOS MORALES
POLANCO 11510 CIUDAD DE MEXICO RFC:
TME970213946
MEXICO CITY MEX 11510 MEXICO
+525547778800
+525547773838

Copy

	Place of receipt
	HAMBURG CFS

Ocean vessel	Port of loading
MAERSK DANUBE 636W	BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	HAMBURG	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m^3
VER285940 WILO MEXICO BOMBAS CENTRIFUGAS VERACRUZ 801235674	1 PALLET	PUMPS AND SPARE PARTS HS CODE: 84139100 **HSCODE: 841391**		64,600	0,539
STOWED INTO CONTAINER NO.: HASU4324051			SEAL : B199106		
TOTAL	**1 PALLET**			**64,600 KGS**	**0,539 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;

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
HAMBURG 12.09.2026

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

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

Shipper
VIBRANTZ GMBH
GUTLEUTSTR. 213 / TOR 5
FRANKFURT 60327 GERMANY
+496927116323
KATHRIN.RUEHL@VIBRANTZ.COM

B/L No.
VER285960

SACO SHIPPING LINE LTD

Consigned to order of
VIBRANTZ COLORES Y ESMALTES VITREOS
DE R L DE C V CARRETERA CELAYA SALAMANCA
KM 12.5 S/N
EL. PINTOR MEX 38260 MEXICO
+525550055800 RFC+PCE1701131R9
RODOLFOFRANCISCO.MARTINEZ@VIBRANTZ.COM

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

6/09/HAM/163374

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

Notify Party and address
AGENCIA ADUANERA DE AMERICA EN
VERACRUZ, S.C.
CONSTITUCION NO. 384 COL. CENTRO
C. P. 91700 VERACRUZ, VERACRUZ MEXICO
AAA-930519-N78 CTO. DANIELA LEVI ARCOS
PH. 22 9272 6600
DANIELA.LEVI@AAAMERICA.COM.MX

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ FOT	HAMBURG	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m³
VER285960	1 PACKAGE	GLASS COLOURS		565,000	1,008
VIBRANTZ / 81388331		**HSCODE: 320720**			
/ VERACRUZ SEAPORT		**HSCODE: 32072090**			
STOWED INTO CONTAINER NO.: HASU4324051			SEAL : B199106		
TOTAL	**1 PACKAGE**			**565,000 KGS**	**1,008 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

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

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

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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

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

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

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

A Member of WorldWideAlliance

Shipper
GEIS AIR + SEA GMBH
MARIENBERGSTRASSE 82
90411 NUERNBERG
GERMANY

B/L No.
VER285963

SACO SHIPPING LINE LTD

Consigned to order of
SEA CARGO LOGISTICS S.A. DE C.V.
TAX ID SCL090414QE0
LEIBNITZ 117 OFFICE 401 COL.ANZURES
C.P. 11590,CDMX, MIGUEL HIDALGO, MX
OPERACIONES.HQ@SEACARGO.COM
DARINA.DURAZNO@SEACARGO.COM

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

6/09/HAM/163376

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

Notify Party and address
SEA CARGO LOGISTICS S.A. DE C.V.
TAX ID SCL090414QE0
LEIBNITZ 117 OFFICE 401 COL.ANZURES
C.P. 11590,CDMX, MIGUEL HIDALGO, MX
OPERACIONES.HQ@SEACARGO.COM
DARINA.DURAZNO@SEACARGO.COM

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	COLLECT	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m³
VER285963 172115+172114 MARKS: 120199632, 120198482, 120199630, 120199631	4 PALLETS	COSMETICS HS-CODE: 29362800, 39269097		464,420	4,542

STOWED INTO CONTAINER NO.: HASU4324051

SEAL : B199106

TOTAL	**4 PALLETS**	**464,420 KGS**	**4,542 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;
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
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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

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

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

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

B/L No.
VER285978

SACO SHIPPING LINE LTD

Consigned to order of
AIRMAR TRANSPORTES INTERNACIONALES,
SA DE CV,RFC:ATI9307029F8
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

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/163382

Notify Party and address
AIRMAR TRANSPORTES INTERNACIONALES,
SA DE CV,RFC:ATI9307029F8
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

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	VERACRUZ	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m³
VER285978 BLECHCON GMBH & CO. KG BESTOP SA DE CV	6 PALLETS	COMPONENTS FOR CAR CONVERTIBLE TOPS AS PER PROFRMA INVOICE: 504141, 504140 HS CODE: 870899		2855,000	3,283

STOWED INTO CONTAINER NO.: HASU4324051

SEAL : B199106

TOTAL	**6 PALLETS**	**2855,000 KGS**	**3,283 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

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Place and date of issue
HAMBURG 12.09.2026

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

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

Shipper
GLOBALTRANS INTERNATIONALE LOGISTIK
DE814243631
GOTENSTRASSE 12
20097 HAMBURG

B/L No.
VER285987

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

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/163387

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

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	DESTINATION	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m^3
VER285987 COOPERATIVA LA CRUZ AZUL, S.C.L. 26/101408 ALMACEN GENERAL PUEBLA EXHACIENDA LA NORIA S/N KM.16 CARR. TECAMACHALCO-PALMAR DE BRAVO, MPIO. PALMAR DE BRAVO, PUE. C.P. 75500 ORDEN DE COMPRA: 126957 - 5A	1 PACKAGE	PARTS OF APPARATUS FOR FILTRATION AND CLEANING HS CODE: 848390		1950,000	4,603

STOWED INTO CONTAINER NO.: HASU4324051

SEAL : B199106

TOTAL	**1 PACKAGE**	**1950,000 KGS**	**4,603 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;

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
HAMBURG 12.09.2026

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

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

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

A Member of WorldWideAlliance

Shipper
FEDEX LOGISTICS GERMANY GMBH
HEIDENKAMPSWEG 82
HAMBURG HH 20097 GERMANY
+49408814470
+4940881447199
FTN_HAM_OCEAN_EXP@CORP.DS.FEDEX.COM
EORI+DE7712057

B/L No.
VER285991

SACO SHIPPING LINE LTD

Consigned to order of
FEDEX LOGISTICS MEXICO, S. DE R.L. DE C.V.
AV PASEO DE LAS PALMAS NO 405 SUITE 901
COL. LOMAS DE CHAPULTEPEC DELEG. MIGUEL HIDALGO
MEXICO CITY CMX 11000 MEXICO
+525552017979

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

6/09/HAM/163388

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Notify Party and address
FEDEX LOGISTICS MEXICO, S. DE R.L. DE C.V.
AV PASEO DE LAS PALMAS NO 405 SUITE 901
COL. LOMAS DE CHAPULTEPEC DELEG. MIGUEL HIDALGO
MEXICO CITY CMX 11000 MEXICO
+525552017979

Copy

Place of receipt
DILLENBURG-MANDERBACH

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	DAP CUAUTLANCINGO	HAMBURG	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m³
VER285991 PO# T 285439 1000914682 1000914683 1000914684 1000914686 POSSEHL ELECTRONICS STOWED INTO CONTAINER NO.: HASU4324051	4 PIECE	FIXED RESISTORS FOR A POWER OF 20 W OR LESS HS: 85332100 **HSCODE: 853321**		2136,000	1,615
			SEAL : B199106		
TOTAL	**4 PIECE**			**2136,000 KGS**	**1,615 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

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HAMBURG 12.09.2026

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Ad valorem freight paid:

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SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

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Shipper
HAIX SCHUHE PRODUKTIONS UND VERTRIEBS
AUHOFSTR. 10
84048 MAINBURG

B/L No.
VER286007

SACO SHIPPING LINE LTD

Consigned to order of
TYKUM IMPORTACIONES SA DE CV
RFC: TIM2307044N2
VICENTE GUERRERO 311 DEL NORTE
64500 MONTERREY, N.L. MEXICO
EMAIL:COMPRAS1@TYKUM.COM

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

Notify Party and address
TYKUM IMPORTACIONES SA DE CV
RFC: TIM2307044N2
VICENTE GUERRERO 311 DEL NORTE
64500 MONTERREY, N.L. MEXICO
EMAIL:COMPRAS1@TYKUM.COM

6/09/HAM/163389

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	HAMBURG	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m^3
MEXICO 260900063	3 PALLETS	SHOES HS CODE: 64034000		607,000	4,937

FREIGHT AMOUNT: EUR 1208,60

STOWED INTO CONTAINER NO.: HASU4324051

SEAL : B199106

TOTAL	**3 PALLETS**	**607,000 KGS**	**4,937 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

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Place and date of issue
HAMBURG 12.09.2026

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

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

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

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

A Member of WorldWideAlliance

Shipper
LINKINPARTNER EUROPE GMBH
HAMMERBROOKSTR. 90,
20097 HAMBURG
GERMANY
VAT NR.: DE267178901

B/L No.
VER286020

SACO SHIPPING LINE LTD

Consigned to order of
EUROPARTNERS MEXICO S.A. DE C.V.
AVENIDA REVOLUCION #649
COLONIA JARDIN ESPANOL
MONTERREY, NUEVO LEON
MEXICO 64820
RFC: EME020824U4A

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

6/09/HAM/163390

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Notify Party and address
EUROPARTNERS MEXICO S.A. DE C.V.
TAX ID: EME020824U4A
PH: +52(81)8220 2630
FX: +52(81)8342 8310
RFC: EME020824U4A

Copy

Place of receipt
HAMBURG CFS

Ocean vessel
MAERSK DANUBE 636W

Port of loading
BREMERHAVEN

Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading
VERACRUZ	VERACRUZ CFS	VERACRUZ	0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m^3
VER286020 AUTOMOTIVE BEND DE MEXICO S DE RL DE CV 956147, 956148	2 PALLETS	CLIP GROMMET AND PARTS INV: 719231, 719232 HS CODE: 400829		444,580	2,112

STOWED INTO CONTAINER NO.: HASU4324051

SEAL : B199106

TOTAL	**2 PALLETS**	**444,580 KGS**	**2,112 CBM**

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

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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

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Place and date of issue
HAMBURG 12.09.2026

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US$
Ad valorem freight paid:

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmereistraße 1
21107 Hamburg
Germany

As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

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