

Ships Bag for MB/L 720721386

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00346 MANIFEST 0932595.pdf	2
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TYP: Externes B/L	12
VER277984 HBL 83.pdf	12
HB/L: HAM25030188	14
TYP: Externes B/L	14
VER278040 HBL 219.pdf	14
HB/L: HAM25030204	16
TYP: Externes B/L	16
VER278076 HBL 86.pdf	16
HB/L: VER277890	18
TYP: B/L	18
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TYP: B/L	19
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amended on: 15.03.2025 by ECH

Mexico PL-Sheet 2024

valid from Februar 1st 202

SACO Ref.:
5/03/HAM/1681

Vessel:
W Klaipeda

Port:
Veracruz

ETA:
07.04.2025

Container:
MMAU 131 628-2



B/L	COLLECT	incl.Special charges	Doc fee	Unstuffing	Admin Fee	Transm.Fee	Port Transf	On Carriage	0,00 USD	Quote No.:
HAM25030105	152,88									
HAM25030105	409,66	Disbursements								
VER277998	110,26									
VER278009			50,00	28,00				Veracruz FOT		Würth
VER278034	171,12									
HAM25030188	250,56									
HAM25030188	682,58	Disbursements								
HAM25030204	48,00									
HAM25030204										
	1825,06		50,00	28,00	0,00	0,00	0,00		0,00	

COLLECT FREIGHT TOTAL

RELEASE FEE

UNSTUFFING

ADMIN FEE

TRANSMISSION FEE

CREDIT FOR ON CARRIAGE

PORT TRANSFER

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

date 01.10.2023 FRT:

43,049

1.825,06 USD

50,00 USD

28,00 USD

0,00 USD

0,00 USD

0,00 USD

0,00 USD

0,00 USD

1.825,06 USD

debit to Interteam

78,00 USD

credit to Interteam

1.033,18 USD

debit to Interteam

0,47 USD

debit to Interteam

0,00 USD

credit to Interteam

Hartrodt Kickback USD 4,50 w/m

FRT:

0,105

0,47 USD

Quick Cargo Kickback USD 3,- w/m

FRT:

0,00 USD

BDP / ED Forwarding Kickback USD 4,- w/m

FRT:

0,00 USD

Linkin / Europartner Kickback USD 4,-w/m

FRT:

0,00 USD

DHL compensation VER USD 15,-w/m

FRT:

0,00 USD

DHL compensation ALM USD 5,-w/m

FRT:

0,00 USD

K&N compensation USD 8,-w/m

FRT:

0,00 USD

Toll compensation USD 2,-w/m

FRT:

0,00 USD

TOTAL AMOUNT

2.780,71 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	Geodis	USD 37,-	USD 22,-w/m	USD 11,-	USD 11,-	USD 11,-w/m

Manifest

Page: 1

Container-No.: MMAU1316282 40' REEFER CONTAINER Seal-No.: K569867

Vessel: SAC5913 / W KLAIPEDA

ETS:

Master-B/L.: 720721386

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
HAM25030	1-2 HOTWORK USA WAREHOUSE CAMINO REAL NO. 54 NAVE 7 SAN FRANCISCO PAPALOTLA 90790 PAPALOTLA DE XICOTENCATL., TLA MEXICO	2	PACKAGES	S.T.C VIBRATING CULLET FILLING STAND HS CODE: 84248970 THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE CARRIERS B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.	726.000	3.185

Manifest

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Container-No.: MMAU1316282 40' REEFER CONTAINER Seal-No.: K569867

Vessel: SAC5913 / W KLAIPEDA

ETS:

Master-B/L.: 720721386

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
HAM25030	1-2 PELZER DE MEXICO S.A. DE C.V. MEXICO	2	PALLETS	S.T.C COMPACT POLYETHYLENE FILM, WITH A THICKNESS OF MORE THAN 0.125MM HS CODE: 39201089 THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE CARRIERS B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.	2345.000	5.220

Manifest

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Container-No.: MMAU1316282 40' REEFER CONTAINER Seal-No.: K569867

Vessel: SAC5913 / W KLAIPEDA

ETS:

Master-B/L.: 720721386

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
HAM25030	1-1 LINARAND BELTECH, S.A. DE C.V. LAGO TLAHUAC 33 COL. ANAHUAC II SEC DEL. MIGUEL HIDALGO 11320 MEXICO D.F. MEXICO	1	PALLET	S.T.C PLASTIC BELTS FOR CONVEYOR TECHNOLOGY HS CODE: 39269097	144.000	0.950
VER277890	ENGEL MACHINERY MEXICO ENGEL MACHINERY MEXICO	10	PALLETS	9 PALLETS 2.000,000 ENGXNOCE2602 **HSCODE: 73269098** 1 PALLET 845,000 ENGXNOCE2602 **HSCODE: 73269098**	2845.000	5.300
VER277924	PN 10.1224-0570.1	1	PALLET	RUBBER BUSHING HS CODE: 40169997	103.000	0.682
VER277925	ENGEL MEXICO ENGEL MEXICO	2	PALLETS	1 PALLET 40,000 ENGXNOCE3101 1 PALLET 700,000 ENGXNOCE3101 HS CODE: 84779080	740.000	1.198
VER277964	VER277980 2812336035	12	PACKAGES	TURN-UP BLADDER **HSCODE: 40169957**	2494.000	11.287
VER277996	299134 ALPLA MEXICO SA DE CV TOLUCA,50200 MEXICO	2	PALLETS	GRANULATE MB PROWHITE PE 630471 HS CODE: 32061900 NON HAZARDOUS MATERIAL	2550.000	3.060

Manifest

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Container-No.: MMAU1316282 40' REEFER CONTAINER Seal-No.: K569867
Vessel: SAC5913 / W KLAIPEDA
ETS:
Master-B/L.: 720721386

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER277998	INALFA ROOF SYSTEMS MEXICO INV# 6036434 DN# 3060644	2	PALLETS	AUTOMOTIVE PARTS: INALFA, SHADING, GLASS ROOF HS CODE: 60053700 2 PKG = THE PACKAGING IS NOT TRANSPORT RELATED PACKED. ACCORDING TO CHAPTER 11 / PARAGRAPH C OF THE SACO SHIPPING LINE LTD B/L TERMS AND CONDITIONS. THE CARRIER WILL NOT ASSUME ANY RESPONSIBILITY FOR DAMAGES INCURRES BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.	449.600	2.297
VER278003	0176565619	1	PACKAGE	MEDICAL EQUIPMENT HS: 90189010	19.000	0.105
VER278004	ANDRITZ S.A. DE C.V. S-19-N26254-690	1	PACKAGES	AGRICULTURE MACHINE PARTS HS CODE: 84369900	300.000	0.720

Manifest

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Container-No.: MMAU1316282 40' REEFER CONTAINER Seal-No.: K569867

Vessel: SAC5913 / W KLAIPEDA

ETS:

Master-B/L.: 720721386

BL-Ref	Marks & Nos	Qty	Packing	Description of goods	Kos	Cbm
VER278005	HITACHI ASTEMO MEXICO SA DE CV CALLE MANUFACTURAS NO. 501, TAX ID: HAS12070233, 76220 SANTA ROSA JAUREGUI, QUERETARO MEXICO	2	PALLETS	SELLO BAG SCORPION INVOICE NO. 90071248 DELIVERY NOTE NO. 80111217 HS-CODE: 84842000	637.500	1.862
VER278005	32247 HUAMANTLA M EXICO	1	PACKAGE	AUTOMOTIVE PARTS HS CODE: 392690	64.000	0.883
VER278020	HYDRO / TI GROUP HYDRO DK REF: 22822182 HYDRO INVOICE REF: 1288051463	3	PACKAGES	ALU PROFILES HS CODE 76082089	440.710	1.823
VER278034	CONSORCIO CIENTI FICO DEL BAJIO	5	PALLETS	PARTS OF PACKING OR WRAPPING MACHINERY HS CODE: 73269098,84229090	502.100	3.565
VER278037	MALTA TEXO DE MEXICO S.A. DE C.V. C-19-844832-683-99	1	PACKAGES	AGRICULTURAL MACHINERY FOR EX1250 EXTRUDER LINE HS CODE 84369900	905.000	0.912

Total**Quantity
48****Grossweight Measurement
15.264.910 43.049**

Dear customer, please note that the final B/L for your shipment will be ready for issuance once below mentioned preconditions are met 1) Vessel has sailed 2) Payment is received (for cash customer) 3) Customs mandatory reference(s) are provided. Details available here (URL-<https://www.maersk.com/support/faqs/print-final-transport-documents>)

 MAERSK		NON-NEGOTIABLE WAYBILL		SCAC MAEU
				B/L No. 720721386
Shipper (As principal, where "care of", "c/o", or other variants used.) SACO SHIPPING GMBH AS AGENT OF SACO SHIPPING LINE LIMITED WOLLKAEMMERSTR. 1 D-21107 HAMBURG / GERMANY TAX-ID. DE-118597456		Booking No. 720721386		
		Export references 503HAM1681CECH		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 W KLAIPEDA	Voyage No. 511W	Place of Receipt. Applicable only when document used as Multimodal Waybill Hamburg		
Port of Loading Hamburg	Port of Discharge Veracruz *	Place of Delivery. Applicable only when document used as Multimodal Transport B/L. (see clause 1)		

PARTICULARS FURNISHED BY SHIPPER

Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No. 1 Container Said to Contain 48 PACKAGE MMAU 131628-2 40/REEF 9'6 10 PALLETS GROSS WEIGHT: 2845.000 KGS MEASUREMENT: 5.300 CBM 9 PALLETS 2.000,000 ENGXNOCE2602 **HSCODE: 73269098** 1 PALLET 845,000 ENGXNOCE2602 **HSCODE: 73269098** 1 PALLET GROSS WEIGHT: 103.000 KGS MEASUREMENT: 0.682 CBM RUBBER BUSHING HS CODE: 40169997 2 PALLETS GROSS WEIGHT: 740.000 KGS MEASUREMENT: 1.198 CBM 1 PALLET 40,000 ENGXNOCE3101 1 PALLET 700,000 ENGXNOCE3101	Weight 15264.910 KGS	Measurement 43.049 CBM
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Below freight details will not be part of Original Bill of Lading unless requested by customer
 Above particulars as declared by Shipper, but without responsibility of or representation by Carrier.

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name		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.	Place of Issue of Waybill		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"			
1 container	Mumbai					
Shipped on Board Date (Local Time)	Date Issue of Waybill					
Declared Value Charges (see clause 7.3 of the Maersk Bill of Lading) for Declared Value of US\$						
Signed for the Carrier Maersk A/S						
This transport document has one or more numbered pages						

As Agent(s)

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

HS CODE: 84779080
 12 PACKAGES GROSS WEIGHT: 2494.000 KGS MEASUREMENT: 11.287 CBM
 TURN-UP BLADDER
 HSCODE: 40169957
 2 PACKAGES GROSS WEIGHT: 726.000 KGS MEASUREMENT: 3.185 CBM
 S.T.C VIBRATING CULLET
 FILLING STAND
 HS CODE: 84248970
 THE PACKAGING IS NOT
 TRANSPORT
 RELATED PACKED. ACCORDING
 TO
 CHAPTER 11 / PARAGRAPH C
 OF
 THE CARRIERS B/L TERMS AND
 CONDITIONS. THE CARRIER
 WILL
 NOT ASSUME ANY
 RESPONSIBILITY
 FOR DAMAGES INCURRES
 BETWEEN
 THE TIME OF RECEPTION OF
 THE
 CARGO AT HAMBURG CFS UNTIL
 DELIVERY TO THE CONSIGNEE
 AT
 POD.
 2 PALLETS GROSS WEIGHT: 2550.000 KGS MEASUREMENT: 3.060 CBM
 GRANULATE
 MB PROWHITE PE 630471
 HS CODE: 32061900
 NON HAZARDOUS MATERIAL
 2 PALLETS GROSS WEIGHT: 449.600 KGS MEASUREMENT: 2.297 CBM
 AUTOMOTIVE PARTS:
 INALFA, SHADING, GLASS

Freight & Charges		Rate	Unit	Currency	Prepaid	Collect
Charges Name		Prepaid/Collect	Invoice Party		Customer Code	Collection Business Unit
Terminal Handling Service - Destination		Collect	SACO SHIPPING GMBH SACO SHIPPING GMBH		11314343 11314343	Maersk Deutschland (Hamburg) Maersk Deutschland (Hamburg)
Equipment Handling Import		Collect				
Emission Surcharge		Prepaid				
Inland Haulage Export		Prepaid				

ROOF
HS CODE: 60053700
2 PKG =
THE PACKAGING IS NOT
TRANSPORT
RELATED PACKED. ACCORDING
TO
CHAPTER 11 / PARAGRAPH C
OF
THE SACO SHIPPING LINE LTD
B/L TERMS AND
CONDITIONS. THE CARRIER
WILL
NOT ASSUME ANY
RESPONSIBILITY
FOR DAMAGES INCURRES
BETWEEN
THE TIME OF RECEPTION OF
THE
CARGO AT HAMBURG CFS
UNTIL
DELIVERY TO THE CONSIGNEE
AT
POD.

1 PACKAGE GROSS WEIGHT: 19.000 KGS MEASUREMENT: 0.105 CBM
MEDICAL EQUIPMENT
HS: 90189010
1 PACKAGES GROSS WEIGHT: 300.000 KGS MEASUREMENT: 0.720 CBM
AGRICULTURE MACHINE PARTS
HS CODE: 84369900
2 PALLETS GROSS WEIGHT: 637.500 KGS MEASUREMENT: 1.862 CBM
SELLO BAG SCORPION
INVOICE NO. 90071248
DELIVERY NOTE NO.
80111217

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

HS-CODE: 84842000
1 PACKAGE GROSS WEIGHT: 64.000 KGS MEASUREMENT: 0.883 CBM
AUTOMOTIVE PARTS
HS CODE: 392690
3 PACKAGES GROSS WEIGHT: 440.710 KGS MEASUREMENT: 1.823 CBM
ALU PROFILES
HS CODE 76082089
5 PALLETS GROSS WEIGHT: 502.100 KGS MEASUREMENT: 3.565 CBM
PARTS OF PACKING OR
WRAPPING MACHINERY
HS CODE:
73269098,84229090
1 PACKAGES GROSS WEIGHT: 905.000 KGS MEASUREMENT: 0.912 CBM
AGRICULTURAL MACHINERY FOR
EX1250 EXTRUDER LINE
HS CODE 84369900
2 PALLETS GROSS WEIGHT: 2345.000 KGS MEASUREMENT: 5.220 CBM
S.T.C
COMPACT POLYETHYLENE
FILM,
WITH A THICKNESS OF MORE
THAN 0.125MM
HS CODE: 39201089
THE PACKAGING IS NOT
TRANSPORT
RELATED PACKED. ACCORDING
TO
CHAPTER 11 / PARAGRAPH C
OF
THE CARRIERS B/L TERMS AND
CONDITIONS. THE CARRIER
WILL
NOT ASSUME ANY
RESPONSIBILITY
FOR DAMAGES INCURRES

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

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

1 PALLET GROSS WEIGHT: 144.000 KGS MEASUREMENT: 0.950 CBM
S.T.C PLASTIC BELTS FOR
CONVEYOR TECHNOLOGY
HS CODE: 39269097

MMAU1316282 40 REEF 9'6 48 PACKAGE 15264.910 KGS 43.049 CBM
Shipper Seal : K569867

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

SHIPPER'S LOAD, STOW, WEIGHT AND COUNT
FREIGHT PREPAID
SD/CY

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

Shipper Spie Excelsius Rental Service GmbH Bgm-Dr-Nebel-Str. 14 97816 Lohr am Main Germany		B/L No. HAM25030105	
Consigned to order of Comercializadora y Logistica Eliana SA de CV CLE231101SA4 Emiliano Zapata No 257 Colonia La Concordia Nuevo Laredo, Tamaulipas			
Notify Party and address same as consignee importaciones@zyanyalt.com tel. 5543308824		115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Ocean Vessel W KLAIPEDA	Voyage No. 511W	Port of Loading Hamburg	Place of Acceptance Hamburg
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading E / Express B/L
Marks and Nos. 1-2 Comercializadora y Logistica Eliana SA de CV CLE231101SA4 Emiliano Zapata No 257 Colonia La Concordia 88298 Nuevo Laredo, TAM Mexico		Quantity and description of goods 2 Package S.T.C vibrating cullet filling stand HS Code: 84248970	
		Gross weight, kg 726,00kg	Measurement, m³ 3,185m³
stowed into container no.: FREIGHT COLLECT THE PACKAGING IS NOT TRANSPORT RELATED. ACCORDING TO CHAPTER 10 / PARAGRAPH 3 OF THE CARRIERS B/L TERMS AND CONDITIONS, THE CARRIER WILL NOT ASSUME ANY LIABILITY FOR DAMAGES INCURRED DUE TO INSUFFICIENT PACKAGING BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.			
non negotiable			
All particulars above declared by Merchant			
For delivery of cargo please apply to Interteam SA de CV Colima 114 06700 Cuauhtemoc, MEX Mexico		RECEIVED for shipment the above mentioned goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document; a) undertakes to perform or to procure the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery in this document, and b) assumes liability as prescribed in this document for such transport. One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.	
		Place and date of issue Norderstedt / 2025-MAR-23	
Declared value of the goods (see clause 12) US\$ _____ Ad valorem freight paid: _____ NOTE: The merchant's attention is called to the fact that according to clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay.		Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.	

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

2. **Definitions.** "Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier. "Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

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

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

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

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

7. Methods and Routes of Transportation.

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

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

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

8. Optional Storage.

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

9. Hindrances affecting performance.

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

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

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

11. Basic Liability.

(1) The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is known, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.

(2) The Carrier shall, however, be relieved of liability for any loss or damage if

such loss or damage arose or resulted from:

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

12. Limits of Liability.

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

13. Special Provisions for Liability and Compensation.

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

14. Delay, Consequential Loss.

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

15. Notice of Loss of or Damage to the Goods.

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

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

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

its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

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

18. Shipper-packed Containers.

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

19. Dangerous Goods.

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

20. Freight and Charges.

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

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

22. General Average.

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

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

24. U.S. Trade.

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

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

Shipper Konrad Hornschuch AG Salinenstr. 1 74679 Weissbach Germany		B/L No. HAM25030188  CONTAINER LINE LTD. 115, OMONIA AVENUE PAROUTIS BLDG., 3rd Floor 3045 LIMASSOL	
Consigned to order of Pelzer de Mexico S.A. de C.V. Antiguo carril a San Cristobal S/N Km 14.5 Autopista, Z.I. de Chachapa 72990 Puebla, MEX Mexico			
Notify Party and address same as consignee			
Ocean Vessel W KLAIPEDA	Voyage No. 511W	Port of Loading Hamburg	Place of Acceptance Hamburg
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading 0 / None

Marks and Nos.	Quantity and description of goods	Gross weight, kg	Measurement, m ³
1-2 Pelzer de Mexico S.A. de C.V. Antiguo carril a San Cristobal S/N Km 14.5 Autopista, Z.I. de Chachapa 72990 Puebla, MEX Mexico	2 Pallet Compact polyethylene film, with a thickness of more than 0.125mm HS Code: 39201089	2.345,00kg	5,220m ³

stowed into container no.:

FREIGHT COLLECT

THE PACKAGING IS NOT TRANSPORT RELATED. ACCORDING TO CHAPTER 10 / PARAGRAPH 3 OF THE CARRIERS B/L TERMS AND CONDITIONS, THE CARRIER WILL NOT ASSUME ANY LIABILITY FOR DAMAGES INCURRED DUE TO INSUFFICIENT PACKAGING BETWEEN THE TIME OF RECEPTION OF THE CARGO AT HAMBURG CFS UNTIL DELIVERY TO THE CONSIGNEE AT POD.

COPY
non negotiable

All particulars above declared by Merchant	
For delivery of cargo please apply to InterTEAM SA de CV Colima 114 06700 Cuauhtemoc, MEX Mexico	RECEIVED for shipment the above mentioned goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document; a) undertakes to perform or to procure the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery in this document, and b) assumes liability as prescribed in this document for such transport. One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.
	Place and date of issue Norderstedt / 2025-MAR-23
Declared value of the goods (see clause 12) US\$ _____ Ad valorem freight paid: _____ NOTE: The merchant's attention is called to the fact that according to clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay.	Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.

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

2. **Definitions.** "Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier. "Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

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

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

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

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

7. Methods and Routes of Transportation.

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

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

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

8. Optional Storage.

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

9. Hindrances affecting performance.

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:
 - abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
 - In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.
- Option of Inspection.** The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expense, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability.

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is known, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if

such loss or damage arose or resulted from:

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

12. Limits of Liability.

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

13. Special Provisions for Liability and Compensation.

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

14. Delay, Consequential Loss.

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

15. Notice of Loss of or Damage to the Goods.

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

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

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

its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

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

18. Shipper-packed Containers.

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

19. Dangerous Goods.

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

20. Freight and Charges.

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

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

22. General Average.

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

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

24. U.S. Trade.

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

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

Shipper Norddeutsche Seekabelwerke GmbH Kabelstr. 9-11 26954 Nordenham Germany		B/L No. HAM25030204	
Consigned to order of Pegasus Logistics Group de RL de CV Boulevard, Anillo Periferico Ext. 3332 Int. 1206 Col. Jardines 01900 Alvaro Obregon C.P., MEX Mexico		 CONTAINER LINE LTD. 115, OMONIA AVENUE PAROUTIS BLDG., 3 rd Floor 3045 LIMASSOL	
Notify Party and address same as consignee			
RFC: PLG220408959 ATT: LUIS RAMIREZ TEL: 5545180331			
Ocean Vessel W KLAIPEDA	Voyage No. 511W	Port of Loading Hamburg	Place of Acceptance Hamburg
Port of Discharge Veracruz	Place of Delivery Veracruz	Freight payable Veracruz	Number of original Bills of Lading 0 / None
Marks and Nos. 1-1 Linarand Beltech, S.A. de C.V. Lago Tlahuac 33 Col. Anahuac II sec Del. Miguel Hidalgo 11320 Mexico D.F. Mexico		Quantity and description of goods 1 Pallet S.T.C Plastic belts for conveyor technology HS CODE: 39269097	
		Gross weight, kg 144,00kg	Measurement, m³ 0,950m³
STOWED INTO CONTAINER NO.: FREIGHT COLLECT			
COPY non negotiable			
All particulars above declared by Merchant			
For delivery of cargo please apply to InterTEAM SA de CV Colima 114 06700 Cuauhtemoc, MEX Mexico		RECEIVED for shipment the above mentioned goods in apparent good order and condition as far as could be ascertained by exercising reasonable means of checking or as stated above. The Carrier in accordance with the provisions contained on this side and on the reverse side of this document; a) undertakes to perform or to procure the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery in this document, and b) assumes liability as prescribed in this document for such transport. One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order. IN WITNESS whereof three (3) original Bs/L have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.	
		Place and date of issue Norderstedt / 2025-MAR-23	
Declared value of the goods (see clause 12) US\$ _____ Ad valorem freight paid: _____ NOTE: The merchant's attention is called to the fact that according to clauses 11 to 13 of this Bill of Lading, the liability of the Carrier is, in most cases, limited in respect of loss of or damage to the goods and delay.		Signed for the carrier  as agents of carrier G.C.S. Container Line Ltd.	

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

2. **Definitions.** "Carrier" means the party on whose behalf this Bill of Lading has been signed. "Merchant" includes the Shipper, the Receiver, the Consignor, and the Consignee, the holder of this Bill of Lading and the owner of the Goods or person entitled to the possession of the Goods and the servants and agents and principals of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of Freight, and for the performance of the obligations of any of them under this Bill of Lading. "Goods" means the cargo received from the Shipper and includes a Container not supplied by the Carrier. "Container" includes a container, trailer, transportable tank, flat rack, pallet or any other article used to consolidate Goods or any equipment thereof or connected thereto. "Carriage" means the whole of the operations and the services undertaken by the Carrier in respect of the Goods. "Combined Transport" arises when the Place of Acceptance and/or the Place of Delivery are set out on page two overleaf in the relevant margins.

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

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

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

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

7. Methods and Routes of Transportation.

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

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

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

8. Optional Storage.

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

9. Hindrances affecting performance.

- The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery or as near thereto as under the prevailing circumstances possible.
- If at any time the performance of the contract as evidenced by this Bill of Lading is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind the Carrier (whether or not the transport is commenced) may at any time at its sole discretion and without notice to the Merchant:
 - abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease, or sell the Goods;
 - without prejudice to the Carrier's right to abandon the Carriage under Sub-Clause (a) above, continue the Carriage.
 - In any event the Carrier shall be entitled to full freight for Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above. The Carrier exercising the liberties under this Clause shall not be under any obligation to take any particular measure and shall not be liable for any loss, delay or damage howsoever arising from any action or lack of action under this Clause.
 - The liability of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any person acting or purporting to act as or on behalf of such government or authority.
- Option of Inspection.** The Carrier may at its option open any Container or package to inspect the contents. If it appears that any part thereof cannot safely or properly be carried, either at all or without incurring additional expense, the Carrier may abandon the transportation and/or take any measures and/or incur any reasonable additional expenses to continue carriage or store Goods, which storage shall be deemed to constitute due delivery hereunder. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred, unless due solely to the Carrier's fault.

11. Basic Liability.

- The Carrier shall be liable for loss of or damage to the Goods occurring between the time when it receives the Goods into its charge and the time of delivery. In case of a multimodal transport and if the place of damage or loss of the Goods is known, the responsibility of the Carrier is determined by the law which applies to this leg of carriage.
- The Carrier shall, however, be relieved of liability for any loss or damage if

such loss or damage arose or resulted from:

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

12. Limits of Liability.

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

13. Special Provisions for Liability and Compensation.

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

14. Delay, Consequential Loss.

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

15. Notice of Loss of or Damage to the Goods.

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

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

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

its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.

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

18. Shipper-packed Containers.

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

19. Dangerous Goods.

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

20. Freight and Charges.

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

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

22. General Average.

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

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

24. U.S. Trade.

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

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

Shipper
CARGO-PARTNER GMBH (LINZ OFFICE)
FLUGHAFENSTRASSE 3, FRACHTZENTRUM
TERMINAL 5
HOERSCHING 4063 AUSTRIA
EORI+ATEOS1000000452

B/L No.
VER277890



SACO SHIPPING LINE LTD

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

Consigned to order of
CP TRANSPORTS SPEDITIONS SDERL DE CV
(MEXICO CITY OFFICE)
BOULEVARD ATLIXCAYOTL 1499, TORRE B PISO
6 PLAZA CITY ANGELOPOLIS, COL. RESERVA
TERRITORIAL A SAN ANDRES CHOLULA ,
PUEBLA PUE 72820 RFC: CSP1912101Y4

Notify Party and address
CP TRANSPORTS SPEDITIONS SDERL DE CV
(MEXICO CITY OFFICE)
BOULEVARD ATLIXCAYOTL 1499, TORRE B PISO
6 PLAZA CITY ANGELOPOLIS, COL. RESERVA
TERRITORIAL A SAN ANDRES CHOLULA ,
PUEBLA PUE 72820 RFC: CSP1912101Y4

Copy

		Place of receipt HAMBURG, GERMANY CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG, GERMANY	
Port of discharge VERACRUZ, MEXICO	Place of delivery VERACRUZ, MEXICO CFS	Freight payable VIENNA	Number of original Bills of Lading 0/ZERO
Marks and Nos. ENGEL MACHINERY MEXICO	Quantity of Goods 10 PALLETS	Description of Goods 9 PALLETS 2.000,000 ENGXNOCE2602 **HSCODE: 73269098**	Said to contain 2845,000
ENGEL MACHINERY MEXICO		1 PALLET 845,000 ENGXNOCE2602 **HSCODE: 73269098**	Gross weight, kg. 6,184
STOWED INTO CONTAINER NO.:		SEAL :	
TOTAL		10 PALLETS	2845,000 KGS 6,184 CBM

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

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

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

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

Place and date of issue
WIEN 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

Shipper
KPL LOGIS GMBH
GROSSE ELBSTRASSE 58
D-22767 HAMBURG
GERMANY, FEDERAL REPUBLIC OF

B/L No.
VER277924



SACO SHIPPING LINE LTD

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

VER2779

Copy

Consigned to order of
GLINK SOLUTIONS S. DE R.L. DE C.V.
MISSION DE SAN FRANCISCO NO. 385 INT.49
COL.PUNTA JURIQUILLA QUERETARO
QUERETARO, CP 76230, MEXICO
RFC: GSO180716TI6
E-MAIL : JYRUIZ@GLINKST.COM
MEX@GLINKST.COM

Notify Party and address
GLINK SOLUTIONS S. DE R.L. DE C.V.
MISSION DE SAN FRANCISCO NO. 385 INT.49
COL.PUNTA JURIQUILLA QUERETARO
QUERETARO, CP 76230, MEXICO
RFC: GSO180716TI6
E-MAIL : JYRUIZ@GLINKST.COM
MEX@GLINKST.COM

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 3/THREE
Marks and Nos. PN 10.1224-0570.1	Quantity of Goods 1 PALLET	Description of Goods RUBBER BUSHING HS CODE: 40169997	Said to contain Gross weight, kg. 103,000 Measurement, m ³ 0,682
STOWED INTO CONTAINER NO.:		SEAL :	
TOTAL		1 PALLET	103,000 KGS 0,682 CBM

FREIGHT PREPAID - SHIPPED ON BOARD

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

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

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

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

Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

Shipper
CARGO-PARTNER GMBH (LINZ OFFICE)
FLUGHAFENSTRASSE 3, FRACHTZENTRUM
TERMINAL 5
HOERSCHING 4063 AUSTRIA
EORI+ATEOS1000000452

B/L No.
VER277929



SACO SHIPPING LINE LTD

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

Consigned to order of
CP TRANSPORTS SPEDITIONS SDERL DE CV
(MEXICO CITY OFFICE)
BOULEVARD ATLIXCAYOTL 1499, TORRE B PISO
6 PLAZA CITY ANGELOPOLIS, COL. RESERVA
TERRITORIAL A SAN ANDRES CHOLULA ,
PUEBLA PUE 72820 RFC: CSP1912101Y4

Notify Party and address
CP TRANSPORTS SPEDITIONS SDERL DE CV
(MEXICO CITY OFFICE)
BOULEVARD ATLIXCAYOTL 1499, TORRE B PISO
6 PLAZA CITY ANGELOPOLIS, COL. RESERVA
TERRITORIAL A SAN ANDRES CHOLULA ,
PUEBLA PUE 72820 RFC: CSP1912101Y4

Copy

		Place of receipt HAMBURG, GERMANY CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG, GERMANY	
Port of discharge VERACRUZ, MEXICO	Place of delivery VERACRUZ, MEXICO CFS	Freight payable WIEN	Number of original Bills of Lading 0/ZERO
Marks and Nos. ENGEL MEXICO	Quantity of Goods 2 PALLETS	Description of Goods 1 PALLET 40,000 ENGXNOCE3101	Said to contain Gross weight, kg. 740,000 Measurement, m ³ 1,155
ENGEL MEXICO		1 PALLET 700,000 ENGXNOCE3101 HS CODE: 84779080	
STOWED INTO CONTAINER NO.:		SEAL :	
TOTAL		2 PALLETS	740,000 KGS 1,155 CBM

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

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

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

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

Place and date of issue
WIEN 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

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

B/L No.
VER277964 - A



SACO SHIPPING LINE LTD

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

Copy

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

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

		Place of receipt		
		HAMBURG, GERMANY CFS		
Ocean vessel			Port of loading	
W KLAIPEDA			HAMBURG, GERMANY	
Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading	
VERACRUZ, MEXICO	VERACRUZ, MEXICO CFS	HAMBURG	0/ZERO	
Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg. Measurement, m ³

CARGO DETAILS AS PER ATTACHED STATEMENT

B/L-DRAFT

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

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

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

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

Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
VER277993 WA25-00158	5 PACKAGES	BEROLINER LINER **HSCODE: 39173900** **HSCODE: 44152090**		2190,000	4,116
STOWED INTO CONTAINER NO.:				SEAL :	
I. S.E TECNOSISTEMAS S.A. DE C.V	3 PACKAGES	CONSTRUCTION CHEMICALS **HSCODE: 390950** **HSCODE: 38140090** **HSCODE: 39095090** **HSCODE: 70196600** **HSCODE: 73269098** **HSCODE: 84242000**		1861,000	2,852
STOWED INTO CONTAINER NO.: MRFU0005219				SEAL : K569866	
VER277977 1002368406/400832258 0	3 PACKAGES	SHOCK- / TILT-WATCHES **HSCODE: 842833**		1417,000	8,976
STOWED INTO CONTAINER NO.:				SEAL :	
VER277980 2812336035	12 PACKAGES	TURN-UP BLADDER **HSCODE: 40169957**		2494,000	11,287
STOWED INTO CONTAINER NO.: MMAU1316282				SEAL : K569867	
VER278060 VC1/17737 VC3/41462	1 PACKAGE	MACHINERY PARTS **HSCODE: 732690**		228,000	0,596
STOWED INTO CONTAINER NO.:				SEAL :	
TOTAL		24 PACKAGES		8190,000 KGS	27,827 CBM

- A

Shipper
STRECK TRANSPORTGES.MBH
BLANKREUTESTR.6
D-79108 FREIBURG/GERMANY
VAT/ID# DE142398169
PH:+49-761-1305-0

B/L No.
VER277996



SACO SHIPPING LINE LTD

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

Consigned to order of
HENCO GLOBAL S.A. DE C.V.
RFC:HGL980417 J43
CALLE ROBLE #668-A COLONIA URDIALES,
MX-64430 MONTERREY,NLE/MEXICO

Notify Party and address
HENCO GLOBAL S.A. DE C.V.
JIMENA ROSALES/ARIADNE GONZALES
JROSALES@HENCO.COM.MX
ARADNAG@HENCO.COM.MX
PH: +52(81)8158 2800

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. 299134 ALPLA MEXICO SA DE CV TOLUCA,50200 MEXICO STOWED INTO CONTAINER NO.:	Quantity of Goods 2 PALLETS	Description of Goods Said to contain GRANULATE MB PROWHITE PE 630471 HS CODE: 32061900 NON HAZARDOUS MATERIAL	Gross weight, kg. 2550,000 Measurement, m ³ 3,060

SEAL :

TOTAL **2 PALLETS** **2550,000 KGS** **3,060 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

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

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

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

Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

Shipper
CRANE WORLDWIDE GERMANY GMBH
HAMMERBROOKSTRASSE 47B
20097 HAMBURG
GERMANY

B/L No.
VER277998



SACO SHIPPING LINE LTD

SACO SHIPPING LINE LIMITED

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

VER2779

Copy

Consigned to order of

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

Notify Party and address

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

Place of receipt
HAMBURG CFS

Ocean vessel
W KLAIPEDA

Port of loading
HAMBURG

Port of discharge
VERACRUZ

Place of delivery
VERACRUZ CFS

Freight payable
VERACRUZ

Number of original Bills of Lading
0/ZERO

Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg.	Measurement, m ³
INALFA ROOF SYSTEMS MEXICO INV# 6036434 DN# 3060644 STOWED INTO CONTAINER NO.:	2 PALLETS	AUTOMOTIVE PARTS: INALFA, SHADING, GLASS ROOF HS CODE: 60053700		449,600	2,297

SEAL :

TOTAL

2 PALLETS

449,600 KGS

2,297 CBM

FREIGHT COLLECT - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

Note:

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

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

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

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

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

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

Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

B/L No.
VER278003



SACO SHIPPING LINE LTD

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

Consigned to order of
A. HARTRODT MEXICO S.A. DE C.V.
RFC: AHM0810275D8
AV. INSURGENTES SUR 800, FLOOR 9
C.P. 03100. CIUDAD DE MEXICO MEXICO
PH: +525552513818
EM: IMPORTAIR.MEX@HARTRODT.COM

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

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable FREIGHT PREPAID	Number of original Bills of Lading 0/ZERO
Marks and Nos. 0176565619	Quantity of Goods 1 PACKAGE	Description of Goods MEDICAL EQUIPMENT HS: 90189010	Said to contain Gross weight, kg. 19,000 Measurement, m ³ 0,105
STOWED INTO CONTAINER NO.:		SEAL :	
TOTAL		1 PACKAGE	19,000 KGS 0,105 CBM

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

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

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

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

Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

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

B/L No.
VER278004



SACO SHIPPING LINE LTD

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

5/03/HAM/168140

Copy

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

Notify Party and address
ANDRITZ S.A. DE C.V.
ATT.: KIMBERLY BEDOLLA,
EMAIL: KIMBERLY.BEDOLLA@ANDRITZ.COM
PHONE: +524433231530 EXT 266

		Place of receipt			
		HAMBURG CFS			
Ocean vessel			Port of loading		
W KLAIPEDA 511W			HAMBURG		
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, m³
ANDRITZ S.A. DE C.V. S-19-N26254-690	1 PACKAGES	AGRICULTURE MACHINE PARTS HS CODE: 84369900		300,000	0,720
STOWED INTO CONTAINER NO.: MMAU1316282				SEAL : K569867	

TOTAL **1 PACKAGES** **300,000 KGS** **0,720 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

Note:

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

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

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

- undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
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IN WITNESS whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
SCHENKER & CO AG
FLUGHAFENSTRASSE 20
4063 HOERSCHING
AUSTRIA
AS AGENT OF THE GREAT OCEAN LINE PL

B/L No.
VER278005



SACO SHIPPING LINE LTD

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

Consigned to order of
SCHENKER INTERNATIONAL SA DE CV
HIDALGO 81
COL PENON DE LOS BANOS
15520 CIUDAD DE MEXICO CMX
MEXICO SIN940103HG3
AS AGENT OF THE GREAT OCEAN LINE PL

Notify Party and address
SCHENKER INTERNATIONAL SA DE CV
HIDALGO 81
COL PENON DE LOS BANOS
15520 CIUDAD DE MEXICO CMX
MEXICO SIN940103HG3
AS AGENT OF THE GREAT OCEAN LINE PL

Copy

		Place of receipt		
		HAMBURG CFS		
Ocean vessel			Port of loading	
W KLAIPEDA			HAMBURG	
Port of discharge	Place of delivery	Freight payable	Number of original Bills of Lading	
VERACRUZ	VERACRUZ CFS	WIEN	0/ZERO	
Marks and Nos.	Quantity of Goods	Description of Goods	Said to contain	Gross weight, kg. Measurement, m ³
HITACHI ASTEMO MEXICO SA DE CV CALLE MANUFACTURAS NO. 501, TAX ID: HAS12070233, 76220 SANTA ROSA JAUREGUI, QUERETARO MEXICO STOWED INTO CONTAINER NO.: MMAU1316282	2 PALLETS	SELLO BAG SCORPION INVOICE NO. 90071248 DELIVERY NOTE NO. 80111217 HS-CODE: 84842000		637,500 1,862

SEAL : K569867

TOTAL 2 PALLETS 637,500 KGS 1,862 CBM

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

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

- undertakes to perform or to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this document, and
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IN WITNESS whereof three (3) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Place and date of issue
WIEN 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wolkämmereistraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

Shipper
KNIPPING KUNSTSTOFFTECHNIK KING PLASTIC GMBH
BERGENER RING 14
01458 OTTENDORF-OKRILLA
GERMANY

B/L No.
VER278009



SACO SHIPPING LINE LTD

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

Consigned to order of
KNIPPING-AUTOMOTIVE S.A. DE C.V.
CIUDAD INDUSTRIAL XICOTENCATL II
CALLE 15 DE AGOSTO, LOTE 11-A
90500 HUAMANTLA, TLAXCALA
MEXICO RFC: KNI1411253Z1

Notify Party and address
TOC LOGISTICS INTERNATIONAL, LLC
8311 NORTH PERIMETER ROAD
INDIANAPOLIS, INDIANA, UNITED
STATES, 46241, MAIN PHONE: +52 8141700409
EMAIL: ARRIVALNOTICESMEX@TOCLOGISTICS.COM

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ FOT	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. 32247 HUAMANTLA M EXICO	Quantity of Goods 1 PACKAGE	Description of Goods AUTOMOTIVE PARTS HS CODE: 392690	Said to contain Gross weight, kg. 64,000 Measurement, m ³ 0,883
STOWED INTO CONTAINER NO.:		SEAL :	

TOTAL **1 PACKAGE** **64,000 KGS** **0,883 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;

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Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

Shipper
HYDRO PRECISION TUBING TONDER A/S
HYDROVEJ 6
6270 TONDER
DENMARK

B/L No.
VER278020



SACO SHIPPING LINE LTD

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

Consigned to order of
TI GROUP AUTOMOTIVE SYSTEMS, S.DE R.L.
DE C.V. MIKE ALLEN S/N,
PARQUE INDUSTRIAL REYNOSA, CD.
REYNOSA, TAMAULIPAS 88788
TEL. 921 -4800
RFC: TGA951012J48

Notify Party and address
HYDRO PRECISION TUBING USA LLC
100 GUS HIPP. BLVD.
US-32955 ROCKLEDGE, FL
EMAIL: ZAIRA.LOPEZ@HYDRO.COM

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. HYDRO / TI GROUP HYDRO DK REF: 22822182 HYDRO INVOICE REF: 1288051463 STOWED INTO CONTAINER NO.:	Quantity of Goods 3 PACKAGES	Description of Goods ALU PROFILES HS CODE 76082089	Said to contain Gross weight, kg. 440,710 Measurement, m ³ 1,823

TOTAL **3 PACKAGES** **440,710 KGS** **1,823 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

Note:

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

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

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Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkammerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



Shipper
RACING CARGO GERMANY GMBH
BEI DEN MÜHREN 1
20457 HAMBURG
TAX ID: DE308502129

B/L No.
VER278034



SACO SHIPPING LINE LTD

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

Consigned to order of
RACING CARGO MEXICO SA DE CV
PROLONGACION LOS SOLES 200
TORRE MARTEL IV PISO 6
SAN PEDRO GARZA GARCIA 66278, MEXICO
RFC: RCM050707PC5
OPERATIONSEA@RACINGCARGO.COM

Notify Party and address
RACING CARGO MEXICO SA DE CV
PROLONGACION LOS SOLES 200
TORRE MARTEL IV PISO 6
SAN PEDRO GARZA GARCIA 66278, MEXICO
RFC: RCM050707PC5
OPERATIONSEA@RACINGCARGO.COM

Copy

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable VERACRUZ	Number of original Bills of Lading 0/ZERO
Marks and Nos. CONSORCIO CIENTI FICO DEL BAJIO	Quantity of Goods 5 PALLETS	Description of Goods PARTS OF PACKING OR WRAPPING MACHINERY HS CODE: 73269098,84229090	Said to contain Gross weight, kg. 502,100 Measurement, m ³ 3,565
STOWED INTO CONTAINER NO.:		SEAL :	

TOTAL **5 PALLETS** **502,100 KGS** **3,565 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;

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Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL



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

Note:

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

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

B/L No.
VER278037



SACO SHIPPING LINE LTD

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

VER2780

Copy

Consigned to order of
MALTA TEXO DE MEXICO S.A. DE C.V.
INSURGENTES SUR # 1602 INT. 1902
COL. CREDITO CONSTRUCTOR
MX-03940 CIUDAD DE MEXICO
MEXICO

Notify Party and address
MALTA TEXO DE MEXICO S.A. DE C.V.
ATT: BRENDA LOPEZ
MAIL: BRENDA.LOPEZ.CONTRACTOR@ADM.COM
PHONE: +525539116378

		Place of receipt HAMBURG CFS	
Ocean vessel W KLAIPEDA		Port of loading HAMBURG	
Port of discharge VERACRUZ	Place of delivery VERACRUZ CFS	Freight payable HAMBURG	Number of original Bills of Lading 0/ZERO
Marks and Nos. MALTA TEXO DE MEXICO S.A. DE C.V. C-19-844832-683-9977-0 06 STOWED INTO CONTAINER NO.: MMAU1316282	Quantity of Goods 1 PACKAGES	Description of Goods AGRICULTURAL MACHINERY FOR EX1250 EXTRUDER LINE HS CODE 84369900	Said to contain Gross weight, kg. 905,000 Measurement, m ³ 0,912
		SEAL : K569867	

TOTAL **1 PACKAGES** **905,000 KGS** **0,912 CBM**

FREIGHT PREPAID - SHIPPED ON BOARD - EXPRESS RELEASE

All particulars above declared by Merchant

For delivery of cargo please apply to:

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

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

Note:

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

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Place and date of issue
HAMBURG 23.03.2025

Signed on behalf of the Carrier SACO SHIPPING LINE LIMITED

SACO Shipping GmbH
Wollkämmerstraße 1
21107 Hamburg
Germany



As agent only for SACO SHIPPING LINE LIMITED LIMASSOL

