

SHIPPER/EXPORTER (2) SCHENKER INC 1801 NW 135TH AVE STE 100 MIAMI, FL 33182 UNITED STATES OF AMERICA AS AGENT OF SCHENKEROCEAN LIMITED		DOCUMENT NO (5) NAM2860492 EXPORT REFERENCES (6) FORWARDER REFERENCE: 84090014336273 NAM2860492	
CONSIGNEE (3) (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) SCHENKER INTERNATIONAL, S.A DE CV AV PATRIOTISMO 201 PISO 3 COL. SAN PEDRO DE LOS PINOS, CP. 03800, CIUDAD DE MEXICO, MEXICO TEL:+525568460000 RFC:SIN940103HG3V AS AGENT OF SCHENKEROCEAN LIMITED		FORWARDING AGENT - REFERENCES (7) CHB: FMC:	
NOTIFY (4) SCHENKER INTERNATIONAL, S.A DE CV AV PATRIOTISMO 201 PISO 3 COL. SAN PEDRO DE LOS PINOS, CP. 03800, CIUDAD DE MEXICO, MEXICO TEL:+525568460000 RFC:SIN940103HG3		POINT AND COUNTRY OF ORIGIN (8)	
PIER/TERMINAL (10) SOUTH FLORIDA CONTAINER TER		DOMESTIC ROUTING/EXPORT INSTRUCTIONS (9) NO SED REQUIRED - X20170921356000	
VESSEL (11) CMA CGM MUSSET 243VBW		PORT OF LOADING (12) MIAMI	
PORT OF DISCHARGE FROM VESSEL (13) VERACRUZ		FOR TRANSHIPMENT TO (14) COMBINED TRANSPORT - ONWARD CARRIAGE (15)*	

CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE		
MARKS AND NUMBERS (16)	NO. OF PKGS. (17)	DESCRIPTION OF GOODS (18) SHIPPER'S STOW LOAD AND COUNT	GROSS WEIGHT (19)	MEASUREMENT (20)
TTNU8510631 SN# 005839	13	1x40RH CONTAINER: Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of 21 degrees Celsius PALLETS MEDICINES FOR HUMAN USE NCM NO 3004.39.0050 ORDER# OC50022 VENTS CLOSED HS CODE: 300439 FREIGHT PREPAID CARGO IS STOWED IN A REFRIGERATED CONTAINER SET AT THE SHIPPER'S REQUESTED CARRYING TEMPERATURE OF 21 DEGREES CELSIUS	2553.000KGS	60.000CBM

SHIPPER'S STOW, LOAD AND COUNT / FCL
THC AT DESTINATION PAYABLE BY CONSIGNEES AS PER LINE/PORT TARIFF
REEFER CONTAINER CAN ONLY BE OPERATED BY ELECTRICAL POWER. DURING LAND TRANSPORTATION THE CARRIER WILL NOT BE LIABLE IN ANY RESPECT WHATSOEVER FOR CONSEQUENCES, DUE TO NON REFRIGERATION.
UNLESS THE VALUE OF CARGO IS DECLARED ON THE FACE OF THIS BILL OF LADING OR WAYBILL IN THE CONDITIONS SET FOR ON THE REVERSE, LIMITATION OF LIABILITY IN RESPECT OF LOSS OR DAMAGE TO GOODS SHALL NOT EXCEED USD 500.00 PER PACKAGE, OR CUSTOMARY FREIGHT UNIT IF GOODS ARE NOT SHIPPED IN PACKAGE.
FOR THE PURPOSE OF THE PRESENT CARRIAGE, CLAUSE 14(2) SHALL EXCLUDE THE APPLICATION OF THE YORK/ANTWERP RULES, 2004.
DEMURRAGE AND DETENTION PAYABLE BY THE MERCHANT AS PER CMA CGM TARIFF AVAILABLE ON THE WEB SITE WWW.CMA-CGM.COM, OR IN ANY OF CMA CGM AGENCY
CARRIER'S LIABILITY FOR INLAND HAULAGE IN MEXICO SHALL ALWAYS BE LIMITED ACCORDING TO THE ARTICLE 10 OF THE SHIPPER'S DECLARED VALUE
SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 10 OF THIS B/L

If above commodities, technology, or software were exported from the U.S., the Export Administration Regulations must be compiled by the Merchant. Diversions contrary to U.S. law prohibited.

*If the Pre-Carriage or Onward Carriage boxes are filled out, shipment will be treated as Through Combined Transport. Carrier undertakes entire transport from the place where the goods are taken in charge to the place designated for their delivery and assumes full liability for such transport as per clause 15.

RECEIVED in external good order and condition, except as otherwise indicated herein, the number of packages listed in the Carriers Receipt, said to contain the goods described in the Particulars Furnished by Shipper (contents, weight and measurement unknown to Carrier) to be transported to the port of discharge, or to such other place authorized or permitted herein, or so near thereto as the vessel can get, lie and leave, always in safety and without delay, and there to be delivered to consignee, or authorized receiver, or on carrier on payment of all charges due thereon.

All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has his registered office.

FREIGHT CHARGES (See clause 10 and 20)

BASIC FREIGHT	USD
Sensitive Cargo Contribution	USD
TOTAL PREPAID	USD

IN WITNESS WHEREOF THREE (3)

Bills of Lading all of like tenor, have been executed, ONE of which being accomplished, the other shall stand void.

DAY MONTH YEAR

23-SEP-17

Signed for the Carrier CMA CGM SA by
CMA CGM (AMERICA) LLC as agent for the Carrier

BL/No.
CMDU

NAM2860492

DECLARED VALUE CHARGES (See Clause 10)
HARBOR TAX/LIGHTERAGE

TOTAL \$

By

(Continued on reverse side)

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PIER/TERMINAL (10) SOUTH FLORIDA CONTAINER TER	COMBINED TRANSPORT* PRECARRIAGE FROM (10A) -	
VESSEL (11) CMA CGM MUSSET 243VBW	PORT OF LOADING (12) MIAMI	
PORT OF DISCHARGE FROM VESSEL (13) VERACRUZ	FOR TRANSHIPMENT TO (14) -	COMBINED TRANSPORT - ONWARD CARRIAGE (15)* -

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MARKS AND NUMBERS (16)	NO. of PKGS. (17)	DESCRIPTION OF GOODS (18) SHIPPER'S STOW LOAD AND COUNT	GROSS WEIGHT (19)	MEASUREMENT (20)
CARTA PORTE / MEXICAN LAW: WHEN THE FREIGHT DOES NOT INCLUDE THE ADDITIONAL CHARGE, THE LIABILITY OF THE "TRUCKER" IS STRICTLY LIMITED TO THE SUM EQUIVALENT TO 15 DAYS OF MINIMUM WAGE EFFECTIVE IN MEXICO CITY PER TON. THIS ALSO APPLIES WHEN THE SHIPMENT WEIGHT IS MORE THAN 200 KG BUT LESS THAN 1000 KG. AND FOR SHIPMENTS UNDER 200 KG THE LIABILITY WILL BE FOR DAYS OF MINIMUM WAGE PER REMITTANCE. WHENEVER RECEIVERS DO NOT TAKE DELIVERY OF CARGO AFTER 50 DAYS FROM DISCHARGING DATE THE SHIPPER IS RESPONSIBLE TOWARDS THE LINE FOR ALL EXPENSES/CHARGES/FEES/FREIGHTS AND DEMURRAGES THAT MAY BE INCURRED FOR RETURN CARGO TO THE POL. MIS-DECLARATION OF CARGO WEIGHT ENDANGERS CREW, PORT WORKERS AND VESSELS' SAFETY. YOUR CARGO MAY BE WEIGHED AT ANY PLACE AND TIME OF CARRIAGE AND ANY MIS-DECLARATION WILL EXPOSE YOU TO CLAIMS FOR ALL LOSSES, EXPENSES OR DAMAGES WHATSOEVER RESULTING THEREOF AND BE SUBJECT TO FREIGHT SURCHARGE. MAXIMUM PAYLOAD TO TRANSIT ACROSS MEXICAN TERRITORIES (CARRIER AND MERCHANT HAULAGE) SHALL BE AS PER APPLICABLE MEXICAN LAW / REGULATIONS. ANY FINE, PENALTY AND/OR EXTRA COST THAT MAY BE INCURRED AS A RESULT OF NOT STRICTLY COMPLYING WITH APPLICABLE MEXICAN REGULATIONS WILL BE FOR MERCHANT ACCOUNT. CMA CGM, ITS AGENTS, SUB-CONTRACTORS AND/OR SERVANTS SHALL IN NO EVENTS BE LIABLE FOR THE PAYMENT OF ABOVE-DESIGNED CHARGES. The Shipper acknowledges that the Carrier may carry the Goods identified in this Bill of Lading on the deck of any vessel and in taking remittance of this Bill of Lading the Merchant (including the Shipper, the Consignee and the Holder of this Bill of Lading, as the case may be) confirms his express acceptance of all the terms and conditions of this Bill of Lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the Goods on the deck of any vessel. By tendering the hazardous goods for carriage, Merchant guarantees the accuracy of the description of the goods and undertakes to warn the consignee, the notify party, and all its sub contractors on the transport, storage and handling prescriptions referred to in the IMDG Code and the Material Safety Data Sheet. Merchant's particular attention is drawn on clause 20 of this bill of lading.				

SHIPPERS DECLARED VALUE
SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND CLAUSE 10 OF THIS B/L

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CMA CGM (AMERICA) LLC as agent for the Carrier

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HARBOR TAX/LIGHTERAGE

TOTAL \$

By

(Continued on reverse side)



ALTAMARITIMA, S.A. DE C.V.

R.F.C. ALT 830817 HQ5
5 DE MAYO 967 DESP. 102 Z. CENTRO C. P. 91700
H. VERACRUZ, VER. MEXICO
TELS (52) (2) 938 74 54, 938 74 38, 934 18 09
934 84 71 FAX 938 74 46, 938 61 01



FECHA: 27 SEPTIEMBRE DEL 2017

TERMINAL:ICAVE

AG.AA LOGISTICA PORTUARIA DE VERACRUZ

BUQUE: CMA CGM MUSSET V244VBE

BL: NAM2860492

FAVOR DE ENTREGAR EL EQUIPO 20ST, 40HC Y 40ST, EN PATIO MAEDA.

FAVOR DE ENTREGAR EL EQUIPO OT Y FR EN PATIO CICE SAN JULIAN.

EQUIPO ESPECIAL (RF,RH) DEBERA SER ENTREGADO VACIO EN PATIO TMM LOGISTICS.

POR ESTE CONDUCTO INFORMAMOS A UDS. DE LOS TERMINOS Y CONDICIONES PARA LA REENTREGA DEL EQUIPO VACIO A NUESTRA REPRESENTADA CMA CGM LAS CUALES SE ENCUENTRAN CONTEMPLADAS EN LAS CLAUSULAS DEL CONOCIMIENTO DE EMBARQUE, EL CUAL COMO CONTRATO DE TRANSPORTE DE MERCANCIAS POR VIA MARITIMA, REGULA LAS RELACIONES COMERCIALES ENTRE NUESTRA PRINCIPAL Y MUTUOS CLIENTES COMO EMBARCADORES, CONSIGNATARIOS, ENDOSATARIOS O CONTENEDORES DEL CITADO BL.

SUGERIMOS A UDS. SOLICITAR A LA TERMINAL ICAVE EL EIR ELABORADO DEL EQUIPO AMPARADO POR EL B/L DE LA REFERENCIA (LINER TERMS/TERMINOS DE LINEA) A LA DESCARGA A COSTADO DEL BUQUE, MISMO QUE MUESTRA LAS CONDICIONES EN QUE DEBE DE ENCONTRARSE EN EL RECINTO FISCAL, DEBIDO A LO DINAMICO DE LAS OPERACIONES DE DESCARGA DE LOS BUQUES, LAS TERMINALES SOLO ELABORAN EIRS A COSTADO DE ESTOS, PARA LOS CONTENEDORES SEVERAMENTE DAÑADOS O CON DAÑOS MUY VISIBLES, LOS MISMOS SON COTEJADOS A LA REENTREGA DE LOS CONTENEDORES VACIOS CON LOS RESPECTIVOS EIRS; CON BASE A LO ANTERIOR SOLICITAMOS A UDS O AL TRANSPORTISTA CONTRATADO POR UDS/CLIENTE, SE SIRVAN INSPECCIONAR DETALLADAMENTE LAS CONDICIONES EN QUE ENCUENTREN EL EQUIPO AL RETIRARLO DE LAS TERMINALES, DE ENCONTRAR DAÑOS O CARACTERISTICAS DISTINTAS MENCIONADAS EN EL EIR QUE LES ENTREGUE LA TERMINAL, FAVOR DE HACER LA RECLAMACION INMEDIATA POR ESCRITO A LA MISMA, REQUIRIENDOLES UN NUEVO EIR QUE REFLEJE DICHS DAÑOS Y ENTREGANDONOS COPIA DEL MISMO.

CABE ACLARAR QUE DE ACUERDO A LAS CLAUSULAS DEL CONOCIMIENTO DE EMBARQUE EL EMBARCADOR, CONSIGNATARIO, ENDOSATARIO O POSEEDOR DEL MISMO, SON CONJUNTA Y SEPARADAMENTE RESPONSABLES POR LOS DAÑOS O CONDICIONES DISTINTAS A LAS PRESENTADAS POR EL EQUIPO CUANDO LES FUE ENTREGADO EN EL LUGAR DE ORIGEN, CON LAS QUE MUESTRE EL CONTENEDOR CUANDO NOS SEA ENTREGADO EN EL PATIO DE VACIOS, NO TODOS LOS DAÑOS MARCADOS COMO DE ORIGEN EN LOS EIRS DE LA TERMINALES SON EXCEPTUADOS DE RESPONSABILIDAD PARA LOS ARRIBA MENCIONADOS, SOLO LIBERA DE RESPONSABILIDAD A LA TERMINAL ANTE LA LINEA NAVIERA, YA QUE ALGUNO DE ESOS DAÑOS SON OCASIONADOS POR LA MISMA CARGA, TRINCADO Y ESTIBA INADECUADA O INSUFICIENTE, ETC. POR LO TANTO, LOS ANTES CITADOS, SON RESPONSABLES POR EL PAGO DE LA REPARACIÓN O REPOSICIÓN EN DAÑOS PARCIALES, TOTALES O ROBO Y DEMORAS INCURRIDAS, POR LO QUE SE LES SUGIERE CONTRATAR TRANSP. TERRESTRE CON SEGURO PARA EL CONTENEDOR QUE CUBRA EL VALOR DE MERCADO DEL EQUIPO AMPARADO POR LOS BLS.

SE RECIBIRA EN ESTA OFICINA SU CARTA DE REENTREGA DE EQUIPO, CUANDO LOS EIRS INDIQUEN SUCIO O DAÑADO RECIENTE SE RECIBIRA SUJETO A REVISION, PARA LA ACLARACION DE LOS DAÑOS MARCADOS EN LOS EIR'S DE TERMINAL Y REPORTE DE DESCARGA A COSTADO DEL BUQUE O DE LOS DAÑOS MARCADOS COMO DE ORIGEN, EL CORTE DE DEMORAS DEL (LOS)CONTENEDOR(ES) SE HARA HASTA LA FECHA DE RECIBIDO DE SU CARTA DE ENTREGA EN ESTA OFICINA, ES INDISPENSABLE SE ADJUNTE EIR (INDICANDO LIMPIO Y BUEN EDO) O FACTURA DEL PATIO/VALE DE CREDITO DEBIDAMENTE AUTORIZADO POR EL MISMO.

MUCHO AGRADECEREMOS SE SIRVA FIRMAR LA PRESENTE AL CALCE DANDOSE POR ENTERADOS.

ENCONTRARAN DIRECCIONES EN DONDE SE INDICA SI UNICAMENTE LOS CONTENEDORES DC O HC SALEN A RUTA Y TOCAN LOS SIGUIENTES PUNTOS DE LA CIUDAD, FAVOR DE DEPOSITARLO EN LA SIGUIENTES DIRECCIONES. / FAVOR DE CONTACTAR A CMA MÉXICO (53-40-09-40) PARA SU AUTORIZACIÓN NOE BLANCO (mxo.nblanco@cma-cgm.com.mx)		MONTERREY: Patio Mopsa: (preferencia 20' & 40'ST) Dirección: camino a las pedreras k.m 6.5, col Emiliano Zapata CP. 66050, Escobedo Nuevo, León Contacto: Vidal Gaspar / Marco Espinoza Tel: +(52) 81 17740294 / 81 13652805
GUADALAJARA: CLIPPER: Carretera a santa cruz de las flores # 500, Entre Cuauhtemoc y Ramón Corona Col: Santa Cruz de las flores. Tlajomulco de Zúñiga TEL: 15240745	MEXICO: Pantaco Administradora, S.A., De C.V. (PICAL) Rabaul 500 Col jardín Azpeitia CP 02530, D.F. Azcapotzalco Tel: 5354 0429	

DEPTO. DE IMPORTACIÓN

FECHA:

COLON 116 NTE
Z.C. TAMPICO, TAMP
CP 89000
TELS (1) 214 27 81
214 31 11 FAX 214 27 28

HOMERO 1425 DESP
801 COL. POLANCO
MEXICO, D.F.
CP 11510
TEL 5262 59 00

NOMBRE _____
FECHA _____
HORA _____
FIRMA _____