

1048

SHIPPER SCHENKER LOGISTICS, S.A.U. SEAFREIGHT DEPARTMENT C/SANTIAGO DE COMPOSTELA, 12 PLANTA 4 - EDIFICIO MIRIBILLA ES-48003 BILBAO		VOYAGE NUMBER 123GYW WAYBILL NUMBER IBC0374353	
CONSIGNEE SCHENKER INTERNATIONAL S.A. DE C.V.RFC: SIN940103HG3 AV. PATRIOTISMO 201 COL. SAN PEDRO DE LOS PINOS MEX-03800 CIUDAD DE MEXICO MEXICO		WAYBILL NON NEGOTIABLE SE CERTIFICA QUE ES COPIA FIEL TOMADA DEL EJEMPLAR ORIGINAL EXISTENTE EN EL EXPEDEIENTE DE LA OFICINA Y LO EXPEDIMOS EN PETICION DEL INTERESADO EN LA AGENCIA UNICAMSA S.A. DE C.V. BARROS MEXICO, D.F. 15520	
NOTIFY PARTY , Carrier not to be responsible for failure to notify SCHENKER INTERNATIONAL S.A. DE C.V.RFC: SIN940103HG3 AV. PATRIOTISMO 201 COL. SAN PEDRO DE LOS PINOS MEX-03800 CIUDAD DE MEXICO MEXICO		CARRIER : CMA CGM Société Anonyme au Capital de 234 888 330 Euros Head Office: 4, quai d'Arenes - 13002 Marseille - France Tel: (33) 4 88 81 60 00 - Fax: (33) 4 88 81 00 95 562 024 422 R.C.S. Marseille	
PRE CARRIAGE BY VALDEMORO	PLACE OF RECEIPT VALDEMORO	FREIGHT TO BE PAID AT BARCELONA	NUMBER OF ORIGINAL WAYBILLS ZERO (0)
VESSEL TOKYO EXPRESS	PORT OF LOADING VALENCIA	PORT OF DISCHARGE VERACRUZ	FINAL PLACE OF DELIVERY VERACRUZ
MARKS AND NOS CMAU5403868 SEAL F9394346	NO AND KIND 1 x 40HC	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN 32 CASES CNTR. CONTAINING: COMPOFIX HARDNESS FREIGHT PREPAID	GROSS WEIGHT KGS 19680.000 TARE KGS 3900 MEASUREMENT CBM 60.000
DISCHARGE PORT AGENT: CMA CGM MEXICO SA DE CV INSURGENTES 600 PISO 13 COL DEL VALLE DEL BENITO JUAREZ MEXICO MEXICO Shipped on Board TOKYO EXPRESS 19-OCT-2017 CMA CGM IBERICA S.A.U. as agent for the Carrier			
Weight in Kgs Total: 1 CONTAINER(S)			
Sheet 1 of 2			
ABOVE PARTICULARS DECLARED BY SHIPPER, CARRIER NOT RESPONSIBLE.			
ADDITIONAL CLAUSES			
4. Cargo at port is at merchant risk, expenses and responsibility 5. FCL 77. THC at destination payable by consignee as per line/port tariff 134. Terms of line / liner terms from ship's tackle to ship's tackle 194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004. 202. Demurrage and detention shall be calculated and paid as per general tariff available on the web site www.cma-cgm.com, or in any of CMA CGM agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day. 209. Carrier's liability for inland haulage in Mexico shall always be limited according to the article 10 of the carta porte / Mexican law. When the freight does not include the additional charges, 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 1600 kg. And for 216. 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 therefrom and be subject to freight surcharge. 223. 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. 225. 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			
RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated above by the Merchant for carriage, subject to all the terms hereof (including the terms on page one) and tariff for the relevant trade, from the place of receipt or the port of loading, whichever applicable, to the port of discharge or place of delivery, whichever applicable. This Waybill is deemed to be a contract of carriage as defined in Article 1(b) of the Hague Rules and Hague Visby Rules although this is not a document of title to the Goods. DELIVERY will only be made on Payment of all Freight and Charges and to the named Consignee or any third party nominated by the Consignee by written instruction to the Carrier or his Agent, unless the Shipper instructs otherwise prior to delivery. The rights and liabilities arising according to the terms hereof shall without prejudice to any rule of common law and statute become binding between the Carrier and Consignee as if this agreement has been made between them and the Shipper guarantees on reception of this Waybill that he has accepted it on his own behalf, on behalf of the Consignee and the Owner of the Goods, and warrants that he has authority to do so. All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Waybill 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. This Waybill is issued subject to the C.M.I Uniform Rules for Sea Waybills. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)			
PLACE AND DATE OF ISSUE BARCELONA 19 OCT 2017		SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM IBERICA S.A.U. as agents for the carrier CMA CGM S. A.	
SIGNED FOR THE SHIPPER *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING		9-11-17	

CMA CGM

WAYBILL
NON NEGOTIABLE

VOYAGE NUMBER

123GYW

WAYBILL NUMBER

IBC0374353

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL WAYBILLS
	VADEMORO	BARCELONA	ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
TOKYO EXPRESS	VALENCIA	VERACRUZ	*****
MARKS AND NOS CONTAINER AND SEALS	NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN	GROSS WEIGHT CARGO
			TARE
			MEASUREMENT

Sheet 2 of 2

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

SCHENKER INTERNATIONAL
S.A. DE
BOALGO No. 61 COL. DE LOS
DELEG. VERACRUZ CARRILLO DE
MEXICO, D. F. 15520
R. F. C. SIN940 15SHG3

SE CERTIFICA QUE ES COPIA FIEL
TOMADA DEL ORIGINAL QUE EXISTE
EN EL EXPEDIENTE DE ESTA OFICINA.
Y LO EXPEDIMOS A PETICIÓN DEL
INTERESADO PARA FINES ADUANALES
ÚNICAMENTE.

AUTAMAR S.A. DE C.V.

ADDITIONAL CLAUSES

consignee and the holder of the 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.

274. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above.

331. Merchant's attention is drawn on the strike currently affecting ports in Spain. These events may prevent/delay the gate-in of containers or prevent/delay the loading of the containers on board and Carrier hereby remind that the terms and conditions of clause 10 - Matters Affecting Performance - and that export demurrage tariff will remain fully applicable. All additional costs, including but not limited to storage

and terminal handling charges, and all export demurrage charges, shall be for Merchant's account and payable prior to loading. Carrier shall not be liable for any delay or suspension in the carriage

PLACE AND DATE OF ISSUE BARCELONA 19 OCT 2017

SIGNED FOR THE SHIPPER

*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED
TRANSPORT BILL OF LADINGSIGNED FOR THE CARRIER CMA CGM S.A.
BY CMA CGM IBERICA S.A.U.
as agents for the carrier CMA CGM S. A.



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

CMA CGM

CMA CGM

TERMINAL:ICAVE

FECHA: 06 DE NOVIEMBRE DEL 2017

AG. A.A. LOGISTICA PORTUARIA DE VERACRUZ

BUQUE: TOKIO EXPRESS V124GYE

BL: IBC0374353|IBC0374285|IBC0372126|GEN0866045|GEN0865645

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

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

EQUIPO ESPECIAL (40RF, 40 Y 20RH) DEBERA SER ENTREGADO VACIO EN TMM.

CONTENEDORES 20RF DEBRA SER INGRESADO EN PATIO CICE SAN JULIAN.

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 DICHOS 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 MEXICO (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: 45240745

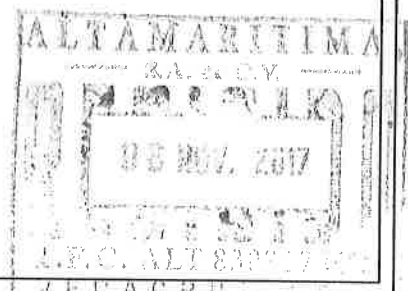
MEXICO:

Pantaco Administradora, S.A.,
De C.V. (PICAL)

Rabaul 500 Col jardín Azpeitia

CP 02530, D.F. Azcapotzalco

Tel: 5354 0429



DEPTO. DE IMPORTACIÓN

NOMBRE: _____
FECHA: _____
HORA: _____
FIRMA: _____