

SHIPPER

SCHENKER DEUTSCHLAND AG
CARGO TERMINAL MODUL A+B
85356 MUENCHEN
AS AGENT OF SCHENKEROCEAN LIMITED

WAYBILL

NON NEGOTIABLE

VOYAGE NUMBER

275VBW

WAYBILL NUMBER

MUC0142149

CONSIGNEE

Schenker International SA de CV
Gonzalez Gallo 1897 Edr 3-B
Col San Sebastianito
45601 Tlaquepaque JAL
Mexico
RFC: SIN940103HG3

EXPORT REFERENCES

2769003057452601

NOTIFY PARTY, Carrier not to be responsible for failure to notify

Schenker International SA de CV
Gonzalez Gallo 1897 Edr 3-B
Col San Sebastianito
45601 Tlaquepaque JAL
Mexico
RFC: SIN940103HG3

BUQUE: BUXCOAST
BANDERA: PORTUGAL
ACUSE: 103HEQHO NUMUNICO: 11291818000021

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros

Head Office: 4, quai d'Orléans 13002 Marseille - France

Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 85

302 024 422 R.C.S. Marseille

LOGISTICA PORTUARIA DE ALTAMIRA SA DE CV

PRE CARRIAGE BY*

PLACE OF RECEIPT*

FREIGHT BY*

NUMBER OF ORIGINAL WAYBILLS

VESSEL

PORT OF LOADING

HAMBURG

ZERO (0)

BUXCOAST

BREMERHAVEN

ALTAMIRA

PORT OF DISCHARGE

ALTAMIRA, MEXICO

LAGOS DE MORENO

ALTAMARITIMA, S.A. DE C.V.

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
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TCNU2992636 SEAL TSD401041 AT 233	1 x 40HC	42 PACKAGE(S) Automobile parts HS CODE 854430	6780.000	3900	40.000
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APHU6898784 SEAL TSD401064 AT 232	1 x 40HC	46 PACKAGE(S) Automobile parts HS CODE 854430	10160.000	3870	40.000
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FREIGHT PREPAID

GENERAL CMA CGM TERMS AND CONDITIONS TO BE FOUND
UNDER WWW.CMA-CGM.COM

THIS MASTER BILL COVERS AUTOMATED NVOCC HOUSEBILL
Shipped on Board BUXCOAST 05-JAN-2018 CMA CGM Deutschland GmbH
Shipping Agency As agents for the Carrier

Weight in Kgs Total: 2 CONTAINER(S)

Sheet 1 of 2

16940.000

7770

80.000

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. Terminos de linea / 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.

208. Force majeure and proof thereof. For all purposes of this contract force majeure is defined as an irresistible force that prevents the Carrier from performing its obligations hereunder, including by way of illustration but not limited to, attacks by armed men, assault during carriage, theft, robbery, or any other similar act by third parties. The parties hereto specifically agree that in such cases the Carrier's filing of a

criminal complaint before local authorities will be sufficient evidence to justify force majeure and exonerate the Carrier from any liability.

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 charge, the liability of the "truck" 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.

215. 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.

216. Mis-declaration of cargo weight endangers crew, port workers and vessel's 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

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 I (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 status) 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 Comercio 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

HAMBURG

05 JAN 2018

SIGNED FOR THE CARRIER CMA CGM S.A.

BY CMA CGM Deutschland GmbH Shipping Agency
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



WAYBILL
NON NEGOTIABLE

VOYAGE NUMBER
275VBW
WAYBILL NUMBER
MUC0142149

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL WAYBILLS		
				HAMBURG		ZERO (0)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
BUXCOAST		BREMERHAVEN		ALTAMIRA		LAGOS DE MORENO		
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER				GROSS WEIGHT	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES	SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				CARGO		

Sheet 2 of 2

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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 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.

PLACE AND DATE OF ISSUE HAMBURG

05 JAN 2018

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BY CMA CGM Deutschland GmbH Shipping Agency
as agents for the carrier CMA CGM S. A.

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TRANSPORT BILL OF LADING