

SHIPPER

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

DRAFT
WAYBILL
NON NEGOTIABLE

VOYAGE NUMBER

279VBW

WAYBILL NUMBER

MUC0142466

CONSIGNEE

Schenker International SA de CV
Av del Marques 36 Nave E
Col Parque Ind B Quintana
76246 El Marques QUE
Mexico
TAXID: SIN940103HG3

EXPORT REFERENCES

2769003077682101

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

Schenker International SA de CV
Av del Marques 36 Nave E
Col Parque Ind B Quintana
76246 El Marques QUE
Mexico
TAXID: SIN940103HG3

BUQUE: APL HOLLAND VOY-280VBE Eta: 01/02/2018

BANDERA: SINGAPORE

ACUSE: 2DNFJ7K5

NUMUNICO: 11291818000210

CARRIER: CMA CGM Société en commandite par actions Capital 23 985 333 Euros

Head Office: 4, quai d'Arènes - 13007 Marseille - France

79

562 024 422 866

Caronte quita entrega de esta mercancía al

LOGISTICA PORTUARIA DE ALTAMIRA SA DE CV

SE REVALIDARON: (5x40HC) CONTENEDOR(ES)

FREIGHT TO BE PAID AT

NUMBER OF ORIGINAL WAYBILLS

HAMBURG

ZERO (0)

ALTAMIRA, MEXICO 30/01/2018

PORT OF DISCHARGE

FINAL PLACE OF DELIVERY

ALTAMIRITIMA 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
			KGS	KGS	CBM

SEGU4170426
SEAL TSD401004
AT 028

1 x 40HC 30 PACKAGE(S)
3 Packages
322.45 KGM
20.000 MTQ
Automobile parts

4680.000 3830 40.000

AT 028

27 Packages
4357.55 KGM
20.000 MTQ
Automobile parts
HS-CODE: 854430

GLDU7628936
SEAL TSD401027
AT 002

1 x 40HC 46 PACKAGE(S)
45 Packages
3519.50 KGM
20.000 MTQ
Automobile parts

3540.000 3900 40.000

AT 002

1 Package
20.50 KGM
20.000 MTQ
Automobile parts
HS-CODE: 854430

Continued on Next Sheet

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. 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 pilotage. 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 "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.

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 POI.

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 thereof 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. 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 the 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

14 JAN 2018

SIGNED FOR THE SHIPPER
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED
TRANSPORT BILL OF LADING

SIGNED FOR THE CARRIER CMA CGM S.A.
BY CMA CGM Deutschland GmbH Shipping Agency
as agents for the carrier CMA CGM S.A.

CMA CGM

DRAFT
WAYBILL
NON NEGOTIABLE

VOYAGE NUMBER
279VBW
WAYBILL NUMBER
MUC0142466

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL WAYBILLS	
VESSEL		PORT OF LOADING		HAMBURG		ZERO (0)	
APL HOLLAND		BREMERHAVEN		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*	
				ALTAMIRA		LAGOS DE MORENO	
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
					KGS	KGS	CBM
GESU6155576 SEAL TSD435785 AT 037	1 x 40HC	30 PACKAGE(S) Automobile parts HS-CODE: 854430			11000.000	3870	40.000
TGHU8943332 SEAL TSD401008 AT 001	1 x 40HC	48 PACKAGE(S) Automobile parts HS-CODE: 854430			12340.000	3870	40.000
SEGU4083337 SEAL TSD435758 AT 030	1 x 40HC	37 PACKAGE(S) Automobile parts HS-CODE: 854430			5080.000	3830	40.000

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 APL HOLLAND 14-JAN-2018 CMA CGM Deutschland
GmbH Shipping Agency As agents for the Carrier

Weight in Kgs Total: 5 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 36640.000 19300 200.000
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 14 JAN 2018

SIGNED FOR THE SHIPPER

*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED
TRANSPORT BILL OF LADING

SIGNED FOR THE CARRIER CMA CGM S.A.
BY CMA CGM Deutschland GmbH Shipping Agency
as agents for the carrier CMA CGM S. A.