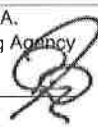


321

SHIPPER SCHENKER DEUTSCHLAND AG REINHARD-SCHMIDT-STRASSE 2 09217 BURGSTADT Germany AS AGENT OF SCHENKEROCEAN LTD DBA		WAYBILL NON NEGOTIABLE		VOYAGE NUMBER 281VBW WAYBILL NUMBER HBG1218074	
CONSIGNEE Schenker International SA de CV Av. Patriotismo 201 Piso 3 Col. San Pedro de los Pinos Deleg. Benito Juarez, CD. DE MEXICO C.P. 03800 RFC: SIN940103HG3		EXPORT REFERENCES 2769003086367501			
NOTIFY PARTY , Carrier not to be responsible for failure to notify Schenker International SA de CV Av. Patriotismo 201 Piso 3 Col. San Pedro de los Pinos Deleg. Benito Juarez, CD. DE MEXICO C.P. 03800 RFC: SIN940103HG3		CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenç - 13002 Marseille - France Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95 562 024 422 R.C.S. Marseille			
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT	
VESSEL PRESIDENT TRUMAN		PORT OF LOADING BREMERHAVEN		NUMBER OF ORIGINAL WAYBILLS ZERO (0)	
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	
APZU4563188 SEAL B674117		1 x 40ST 21. PACKAGE(S)		17526.800 3700 33.400	
MARKS: MADE IN GERMANY CAAT CODE: 00093 HB/L NO.: 276930863637 CAAT CODE: 2509 OBL-NO: CMDUHBG1218074		DELIVERY NOTE: 23157003 CORDENKA (R) VISCOSE TIRE CORD FABRIC TYP 610F 1840 DTEX F 1000 Z 460 X 2 S 460 CLOTH BEAMS RT3544PA - 1840x2 F96TE 21 FABRIC ROLLS ON 0 PALLETS CBM: 33,400 GROSSWEIGHT KG: 17526,800 ORDER 72292 TOTAL CBM: 33,400 TOTAL KG: 17526,800			
CONTACT PIRELLI: Hugo Antonio Castro Phone +52 472 103		Continued on Next Sheet			
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 consignees 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. 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 POL. 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 per applicable Mexican law / regulations. Any fine, penalty end/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 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 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.A. Uniform Rules for Sea Waybills. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)					
PLACE AND DATE OF ISSUE		HAMBURG 22 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
281VBW
WAYBILL NUMBER
HBG1218074

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*	
PRESIDENT TRUMAN		BREMERHAVEN		VERACRUZ			
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN			GROSS WEIGHT CARGO	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES						

70 56
Cel:
+52 1 472 737
14 79
hugo.castro
@pirelli.com

HS-CODE 5902 90
CIF VERACRUZ

Total 21 PK

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 PRESIDENT TRUMAN 22-JAN-2018 CMA CGM
Deutschland GmbH Shipping Agency As agents for the Carrier

Weight in Kgs Total: 1 CONTAINER(S)

Continued From Previous Sheet Sheet 2 of 2

17526.800

3700

33.400

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

SE CERTIFICA QUE EN COPIA FIEL
TOMADA DE LA COPIA ORIGINAL EXISTE
EN EL EXPEDIENTE DE LA OFICINA
Y LO EXPEDIMOS DE FICCIÓN DEL
INTERFOLIO DE LAS MAQUINAS AGUANALES
ÚNICAMENTE

ALIANZA MARITIMA 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.

PLACE AND DATE OF ISSUE HAMBURG 22 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.



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: 09 DE FEBRERO DEL 2018

TERMINAL:ICAVE

AG. A.A. LOGISTICA PORTUARIA DE VERARUZ S.A DE C.V.

BM: PRESIDENT TRUMAN V282VBE

BL:HBG1218074

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 (40RF Y 40RH) 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 ENCUANTREN 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 TERMINAL 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 CONTENDORES DC O HC SALEN A RUTA Y TOCAN LOS SIGUENTES 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-gm.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 : 45249745	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, TAMPS
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 _____