

SHIPPER PANALPINA TRANSPORTES MUNDIALES S.A. DE C.V. ON BEHALF OF PANTAINER HK LTD. RFC:PTM6306187S0 AV.PATRIO TISMO NO.48 PISO 4 CP.11800 COL. ESCANDON CD DE MEX TEL.57169800		COPY NON NEGOTIABLE BILL OF LADING	
CONSIGNEE PANALPINA, C.A. J-000517401 AS AGENT FOR AND ON BEHALF OF PANTAINER HK LTD, AV. FRANCISCO DE MIRANDA PISO 3 LOS RUICES CARACAS PH:58 2122074060 1071 VENEZUELA		EXPORT REFERENCES 68722085143	
NOTIFY PARTY , Carrier not to be responsible for failure to notify PANALPINA, C.A. J-000517401 AS AGENT FOR AND ON BEHALF OF PANTAINER HK LTD, AV. FRANCISCO DE MIRANDA PISO 3 LOS RUICES CARACAS PH:58 2122074060 1071 VENEZUELA		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	NUMBER OF ORIGINAL BILLS OF LADING
		MEXICO CITY	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
TASMAN STRAIT	VERACRUZ	LA GUAIRA	
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
APZU3565020 SEAL G1440313 SHIPPING MARKS CLARIANT (VENEZUE LA) S.A. NO. DE PEDIDO: 45 04963403 RIF J00046078-7	1 x 20ST	15 INTERMEDIATE BULK CONTAINERS	
		16110.000	2220 25.050
(31 HA1) WITH: FONGRABAC N UN 2810 / TOXIC LIQUID, OR GANIC, N.O.S. (2,2',2''-HEXAHYDR O- 1,3,5-TRIAZINE-1,3,5-TRIYL) TRIETHANOL) /CLASS: 6.1 /P G II / FP >110 C (>230 F) METHOD : ASTM D 93 (CLOSED CUP) /SHIPMENT PERMITTED / EMS: F-A S-A NCM: 29336999 NW: 15,000.00 KGS GW: 16,110.00 KGS CBM: 25.05 M3 ORIGIN: MEXICO PRODUCTO PELIGROSO // HAZMAT MATERIAL INVOICE: 18/152545			
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 143. Shipper must ensure they are paid for their cargo prior to the beginning of the voyage. Shipper and any party to this bill of lading are advised that according to destination country law and practice the Carrier has absolutely no control on cargo once discharged. Cargo is delivered through customs to the receiver. This may be done without surrendering original bill of lading to ship agent. In such case, the Carrier will not be responsible for any claim due to delivery of cargo without original bill of lading. 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. 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. 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. 236. 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. 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	
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 stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) from the place of receipt or the port of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though the contract contained herein or evidenced hereby had been made between them. 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. In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void. (OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)			
PLACE AND DATE OF ISSUE		SIGNED FOR THE CARRIER CMA CGM S.A.	
VALENCIA 06 FEB 2018		BY CMA CGM MEXICO S.A. DE C.V. 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			



COPY NON NEGOTIABLE BILL OF LADING

VOYAGE NUMBER
129NGE
BILL OF LADING NUMBER
MXO0396772

PRE CARRIAGE BY*		PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
			MEXICO CITY	THREE (3)		
VESSEL		PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
TASMAN STRAIT		VERACRUZ	LA GUAIRA			
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

CMAU0194723 1 x 20ST 10 INTERMEDIATE BULK CONTAINERS 10590.000 2190 13.640

SEAL G1440314
SHIPPING MARKS
CLARIANT (VENEZUE
LA) S.A.
NO. DE PEDIDO: 45
04963312
RIF J00046078-7

WITH:
DISSOLVAN 3245-1 CONC
NCM: 34021399
NW: 10,000.00 KGS
GW: 10,590.00 KGS
CBM: 13.64 CBM
ORIGIN: BRASIL
PRODUCTO NO PELIGROSO
//NON HAZMAT MATERIAL
INVOICE: 18/152546

TRHU1388986 1 x 20ST 14 INTERMEDIATE BULK CONTAINERS 19867.000 2180 23.380

SEAL G1440307
SHIPPING MARKS
CLARIANT (VENEZUE
LA) S.A.
NO. PEDIDO: 45049
76917
RIF J00046078-7

WITH:
CLOROHIDROXIDO
DE ALUMINIO 50%
NCM: 28274999
NW: 18,760.00 KGS
GW: 19,867.00 KGS
CBM: 23,38 CBM
ORIGIN: MEXICO
PRODUCTO NO PELIGROSO
//NON HAZMAT MATERIAL
INVOICE: 18/152547

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

PSN: TOXIC LIQUID, ORGANIC, N.O.S.
UN Number: 2810 - IMDG Class: 6.1 - PG: II
Chemical name:
(2,2',2''-Hexahydro-1,3,5-triazine-1,3,5-triyl)tri
ethanol)

FREIGHT PREPAID

Shipped on Board TASMAN STRAIT 06-FEB-2018 CMA CGM MEXICO S.A.DE
C.V As agents for the Carrier

Weight in Kgs Total: 3 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 46567.000 6590 62.070
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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, 310, Destination THC payable at origin

PLACE AND DATE OF ISSUE VALENCIA 06 FEB 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 MEXICO S.A.DE C.V
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: 03 DE ABRIL DEL 2018

TERMINAL: CICE

AG. A.A. LOGISTICA PORTUARIA VERACRUZ

BUQUE: POLYNESIA V143NGE

BL : MXO0396772

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

EL EQUIPO OT Y FR PATIO CICE SAN JULIAN.

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

CONTENEDORES 20RF DEBERA 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 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 CONTENDORES 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, 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 _____