

676

SHIPPER		WAYBILL		VOYAGE NUMBER	
SCHENKER DEUTSCHLAND AG WILHELMINE-REICHARD-RING 3 01109 DRESDEN AS AGENT OF SCHENKEROCEAN LIMITED		President		295VBW	
		NON NEGOTIABLE		WAYBILL NUMBER	
				HBG1230883	
CONSIGNEE		EXPORT REFERENCES			
Schenker International SA de CV Hidalgo 81 Col Penon de los Banos 15520 Ciudad de Mexico CMX MEXICO RFC: SIN940103HG3		2789903140891201			
NOTIFY PARTY, Carrier not to be responsible for failure to notify		REVALIDAD			
Schenker International SA de CV Hidalgo 81 Col Penon de los Banos 15520 Ciudad de Mexico CMX Mexico RFC: SIN940103HG3		Conforme con la entrega de mercancía al Sr. CMA CGM			
		H. VERACRUZ, VER. Altamaritima, S.A. de C.V.			
PRE CARRIAGE BY*		PLACE OF RECEIPT		FREIGHT TO BE PAID AT	
		HAMBURG		NUMBER OF ORIGINAL WAYBILLS	
VESSEL		PORT OF LOADING		PORT OF DISCHARGE	
PRESIDENT TRUMAN		BREMERHAVEN		VERACRUZ	
MARKS AND NOS		NO AND KIND		DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER	
CONTAINER AND SEALS		OF PACKAGES		SHIPPER'S LOAD, STOW AND COUNT SAID TO CONTAIN	
CMNU4003007		1 x 40HQ - 4 PACKAGE(S)		6850.000 3820 40.000	
SEAL 024398					
Bombardier Transport					
ation Mexico,					
S.A. de C.V.					
PO NO: 4501095934					
Invoice 2018199					
		LIFTING & ROTATING			
		DEVICE "KUMBRUCH"			
		VIRADOR - ELEVADOR			
		MODELO SHD 1,5/60-180			
		PO NO: 4501095934			
		HS-Code: 842549			
		FREIGHT PREPAID			
		GENERAL CMA CGM TERMS AND CONDITIONS TO BE FOUND			
		UNDER WWW.CMA-CGM.COM			
		THIS MASTER BILL COVERS AUTOMATICALLY ALL CMA CGM HOUSEBILLS			
		Shipped on Board PRESIDENT TRUMAN 13-MAR-2018 CMA CGM			
		Deutschland GmbH, Shipping Agents for the Carrier			
		ALTAMARITIMA, S.A. DE C.V.			
Weight in Kgs. Total: 1 CONTAINER(S)		Sheet 1 of 2		6850.000 3820 40.000	
ABOVE PARTICULARS DECLARED BY SHIPPER, CARRIER NOT RESPONSIBLE.					
ADDITIONAL CLAUSES					
4. Cargo at port is at merchant risk, expenses and responsibility 5. FOL 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 rules 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 "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 demurrage 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 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 tant 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		13 MAR 2018	
SIGNED FOR THE SHIPPER		SIGNED FOR THE CARRIER CMA CGM S.A.			
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING		BY CMA CGM Deutschland GmbH Shipping Agency as agents for the carrier CMA CGM S. A.			



**WAYBILL
NON NEGOTIABLE**

VOYAGE NUMBER
295VBW
WAYBILL NUMBER
HBG1230883

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 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.

ESTE DOCUMENTO ES COPIA DEL ORIGINAL
Y NO REPRESENTA EL EJEMPLAR QUE EXISTE EN
LOS ARCHIVOS DE ESTA OFICINA
DE ASESORIA Y REPRESENTACION DE
COMERCIO PARA FINES ADUANALES
SCHENKER INTERNATIONAL
S.A. DE C.V.
RIVERO No. 41 COL. PUEBLO DE LOS DIABLOS
BOCA, VERACRUZ GUERRA C.P. 15520
MEXICO, D.F.
R.F.C. SIN960103MGA
PRIMA, 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.

337. This Waybill is governed by the Terms and Conditions available on the CMA CGM website (<http://www.cma-cgm.com/products-services/shipping-guide/ta-conditions>) which the Merchant has read and accepted. The carrier is entitled to deliver the cargo to the Consignee, after payment of any outstanding Freight, on provision of proper proof of identity without the need to produce or surrender a copy of this

See Waybill.

PLACE AND DATE OF ISSUE HAMBURG 13 MAR 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.

CMA CGM

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

TERMINAL:ICAVE

FECHA: 31 DE MARZO DEL 2018

AG. A.A. LOGISTICA PORTUARIA DE VERACRUZ

BM: PRESIDENT TRUMAN V296VBE

BL

[VIE0161020|BSE0185051|BSE0185052|BSE0185046|BSE0185036|HBG122052|BTS0117670|PRG0135465|HBG1230883|DUS0224671|

STU0130834|HHA0317248|BTS0117657

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 Y 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 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 DICHS 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 EIRS 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: 45240745

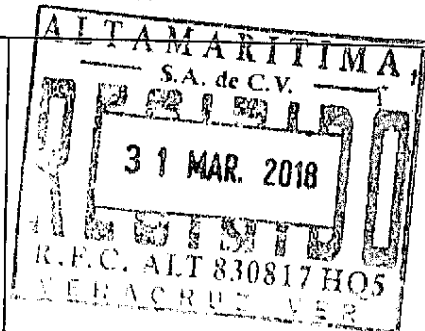
MEXICO:

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

Rabaul 500 Col jardín Azpeitia

CP 02530, D.F. Azcapotzalco

Tel: 5354 0429



DEPTO. DE IMPORTACIÓN

FECHA:

COLON 116 NTE

Z.C. TAMPICO, TAMP

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 _____