

BILL OF LADING

2. EXPORTER (Principal or seller-licensee and address including ZIP Code) INDUSTRIAL Y COMERCIAL TRILEX C.A. KM10,5 VIA A DAULE RUC: 0990013160001 TELF: 2204000 (DANIEL MASACHE) GUAYAQUIL-ECUADOR		5. DOCUMENT NUMBER 56838454		5a. B/L NUMBER ABA0180712	
3. CONSIGNEE TO AGROGANADERA SAN JOSE OBRERO S.A. CALLE 40 SAN MIGUEL NO. 9079 A 500M DEL ORATORIO SAN MIGUEL ZIP CODE: 0981 CONTACTO: JAVIER PILCO / EORI: 80055976-2 PARAGUAY, ASUNCIÓN		7. FORWARDING AGENT (Name and address - references)			
4. NOTIFY PARTY/INTERMEDIATE CONSIGNEE (Name and address) AGROGANADERA SAN JOSE OBRERO S.A. CALLE 40 SAN MIGUEL NO. 9079 A 500M DEL ORATORIO SAN MIGUEL ZIP CODE: 0981 CONTACTO: JAVIER PILCO / EORI: 80055976-2 PARAGUAY, ASUNCIÓN		8. POINT (STATE) OF ORIGIN OR FTZ NUMBER			
12. LOADING PIER / TERMINAL		13. PLACE OF RECEIPT BY PRE-CARRIER			
14. EXPORTING CARRIER DUBLIN EXPRESS V. 048N		15. PORT OF LOADING/EXPORT GUAYAQUIL, ECUADOR		10. PRE-CARRIAGE BY	
16. FOREIGN PORT OF UNLOADING (Vessel and air only) PUERTO ASUNCIÓN, PARAGUAY		17. PLACE OF DELIVERY BY ON-CARRIER		11. TYPE OF MOVE FCL/FCL	
11a. CONTAINERIZED (Vessel only) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
MARKS AND NUMBERS (18)		NUMBER OF PACKAGES (19)		DESCRIPTION OF COMMODITIES in Schedule B detail (20)	
GROSS WEIGHT (Kilos) (21)		MEASUREMENT (22)			
CNTR: TCLU2858804 SEAL #1: HLD8983090 SEAL #2 0655DD		1x20 DV		STC: 799 BULTOS FUNDAS PLÁSTICAS TREEBAGS BIFLEX, CORBATINES DURFLEX, ETIQUETAS FACTURA 002-006-000023476 DAE: 028-2020-40-00325336 SHIPPER DECLARES EORI: 80055976-2 FREIGHT PREPAID DESTINO FINAL: PUERTO VILLETA	
17,954.33 KGS					
<div><div>ECU WORLDWIDE</div><div>Fecha de Embarque: 06 JUN 2020</div><div>CERTIFICAMOS QUE EN ESTA FECHA HEMOS EMBARGADO LA CARGA AQUI DETALLADA</div><div>Firma Autorizada</div><div>Vto. Bno.</div></div> <div>ORIGINAL</div>					
Carrier has a policy against payment, solicitation, or receipt of any rebate, directly or indirectly, which would be unlawful under the United States Shipping Act, 1984 as amended.					
DECLARED VALUE READ CLAUSE 29 HEREOF CONCERNING EXTRA FREIGHT AND CARRIER'S LIMITATIONS OF LIABILITY.					
FREIGHT RATES, CHARGES, WEIGHTS AND/OR MEASUREMENTS					
SUBJECT TO CORRECTION					
PREPAID					
COLLECT					
OCEAN FREIGHT USD 2,561.00					
Received by Carrier for shipment by ocean vessel between port of loading and port of discharge, and for arrangement or procurement of pre-carriage from place of receipt and on-carriage to place of delivery, where stated above, the goods as specified above in apparent good order and condition unless otherwise stated. The goods to be delivered at the above mentioned port of discharge or place of delivery, whichever is applicable, subject always to the exceptions, limitations, conditions and liberties set out on the reverse side hereof, to which the Shipper and/or Consignee agree to accepting this Bill of Lading.					
IN WITNESS WHEREOF three (3) original Bills of Lading have been signed, not otherwise stated above, one of which being accomplished the others shall be void.					
DATED AT GUAYAQUIL, ECUADOR					
By ABA EXPRESS AGENT FOR THE CARRIER					
JUNE 6 2020 MO DAY YEAR					

- (b) As to through transportation, the Carrier undertakes to procure such services as necessary and shall have the right at its sole discretion to contract in any mode of land, sea or air transportation and to arrange participation by other Carriers to accomplish the combining of transport from the place of receipt to place of delivery. Whenever any stage of the combined transport is accomplished by any land or air Carrier or any other water Carrier, such stage shall be controlled according to any law compulsorily applicable to such stage and according to the contracts, rules and tariffs of each participating Carrier, the same as if such contracts, rules, and tariffs were fully set forth herein.

The Carrier's sailing schedules are subject to change without notice, and both as to the sailing date and of arrival. If this is a Through Bill of Lading, no Carrier is bound to transport the shipment by a particular train, truck, aircraft, vessel or other means of conveyance, or to time to any particular market of otherwise. No carrier shall be liable for delay and any Carrier shall have the right to forward the goods by substitute Carrier.

15. The port of discharge shall hereby be understood to be the place at which the vessel is discharging immediately upon arrival of the vessel. The vessel shall immediately upon arrival giving notice either of arrival or discharge, discharge the goods immediately upon arrival of the vessel at the designated destination. Discharge the goods continuously, Sundays and holidays included, at all such hours a day or by night as the Carrier may determine or modify, what the state of the weather or custom of the port may be.

The Carrier shall not be liable in any respect whatsoever if heat or refrigeration or special cooling facilities shall not be furnished during loading or discharge or any part of the time that the Goods are upon the wharf or other loading or discharging place.

Landing and delivery charges - Section 11
of the Goods unless included in the Goods are not taken away by the carrier working days after the Goods are Carrier's option and subject to Carrier or be permitted to lie where the risk of the Goods. The responsibility altogether cease and the Goods are at their own risk and expense in the event of Customs or others Authorities, environmental concessionaire or deposit to give any notification of disposition, unless provided in this Bill of Lading.

16. At ports or place where, by I Carrier is required to discharge cargo, has been so agreed, or where wharves can get to, lie at, or leave, always at the time required, the Carrier is to delay the vessel, the Merchants or other craft to take delivery alongsid the Goods. If the Merchant fails to come and receive the Goods, or Merchants or other craft at the risk and expense of the Carrier, the Carrier is to be responsible for any further responsibility of Carrier.

17. The Carrier shall have liberty to comply with any order or directions or recommendations in connection with the transport under this contract of the Goods given by any Government or Authority or person acting or purporting to act on behalf of such Government or Authority or person under the terms of the mortgage or insurance or the order or other document entitling the right to give such orders, directions or recommendations. Discharge or delivery of the Goods in accordance with the said order or directions or recommendations shall be deemed a fulfilment of the contract. Any extra expense incurred in connection with the exercise of the Carrier's liberty under this clause shall be paid by the Merchant in addition to freight and charges.

18. Whenever the Carrier or Master may deem it advisable, or in any case where goods are destined for port[s] or place[s] at which the vessel or participating carrier's will not call, the Carrier may, without notice, forward the whole or any part of the shipment, before or after loading at the original port of shipment, or any other place or places even though outside the scope of the voyage or the route to or beyond the port of discharge of the destination of the Goods, by water, by land or by air or by any combination thereof, whether accepted by the Carrier, or otherwise.

transport or arrival or scheduled to depart or arrive before or after the time expected to be used for the transportation of the shipment. The Carrier may delay forwarding awaiting a vessel or conveyance in its own possession and shall not be responsible for any delay or loss of the shipment if delayed to another Carrier or to a lighter. Port Authority, warehouseman or other bailee for transshipment, the liability of this Carrier shall absolutely cease when the Goods are out of its exclusive possession and shall not resume until the Goods again come into its possession. The Carrier shall not be responsible for any delay or loss of any such period shall be that of an agent of the Merchant, and this Carrier shall be without any other responsibility whatsoever. The carriage by any transshipping or on-Carrier and all transshipment or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, conditions of carriage, or any other document issued or to be issued by the Carrier performing such transshipment or forwarding.

9. In any situation whatsoever and wheresoever occurring and whether existing or anticipated before commencement of or during the combined transport, which in the judgment of the Carrier or the Master is likely to give rise to risk of capture, seizure, detention, damage, delay or disadvantage of loss to the Carrier of any part of the Goods to make it unsafe.

When any cargo unit owned or leased by Carrier is packed or shipped by shipper or its agent, or discharged by consignee or its agent, shipper, consignee, receiver, triocairator this Bill of Lading, owners of the Goods and person entitled to the possession of the Goods shall be and remain liable, jointly and severally, for any loss or damage to the cargo unit during such loading or discharge, howsoever occurring, until the cargo unit is returned to Carrier in the same sound condition and state of cleanliness as it was received by shipper. Such loss, damage expense or delay shall be the responsibility of the party liable for the loss, damage, expense or delay.

[illegible][illegible]

to the carrier, consignee, receiver, holder of this Bill of Lading, one of the Goods and person entitled to the possession of the Goods jointly and severally agree fully to protect and indemnify Carrier and to hold it harmless from and against all claims, demands, suits, damages, losses, expenses, costs and charges of any person, or loss or damage to cargo or cargo unit of any other property to the vessel or cargo, or any other property, or in the vessel or conveyance or expense or loss arising out of or in any way connected with breach of any of the foregoing representations or warranties hereunder occurring even without fault, such as, but not limited to, fire, theft, piracy, seizure, detention, or any other cause, in whole or in part by fault of the carrier.

shall be liable for and shall
 ve a lien on the Goods for
 reposing, cooling, baling
 of loose contents of packages
 damaged while in the
 on containers and any pay-
 leeds, damage or detention
 carrier, vessel or conveyance
 and, including any action
 legal authority of person pur-
 pursue under legal process of
 of marking, numbering or
 vision of the contents, labelling
 of Health or other certificates
 any or regulations of any kind
 -forties at any port or place
 -Carrier's lien shall survive
 -bilities shall not be affected

07645682 on, on actual grass intake
scharga weight or measure-
ay be calculated on the basis

[illegible]

The Merchant shall be jointly and severally liable to the Carrier for the payment of all freight charges and the amount due to the Carrier, and for any failure or delay by the Merchant to perform his or their obligation under the provisions of this Bill of Lading, and they shall indemnify the Carrier against, and held it harmless from, all liability, loss, damage and expense which the Carrier may sustain or incur arising or resulting from any such failure of performance by the Merchant any person firm or corporation engaged by any party to perform forwarding services with respect to the cargo shall be considered the exclusive agent of the Merchant for all purposes, including any payment of freight of such person, firm or corporation shall be considered the obligation of such person, firm or corporation to pay any part of the freight to the Carrier shall be considered a default by the Merchant in the payment of the freight.

The Carrier shall have lien on the Goods and any documents relating thereto, which shall survive delivery, for all freight charges and damages of any kind whatsoever, and for the costs of covering same including expenses incurred in pursuing this lien and may enforce this lien by

public or private sale and without retitica. The shipper, consignee, receiver, holder of this Bill of Lading, owner of the Goods and person entitled to the possession of the Goods shall be jointly and severally liable to the Carrier for the payment of all freight charges and damages as aforesaid and for the performance of the obligations of each of them hereunder.

24. Carrier shall not be liable for any consequential or special damages and shall have the option of replacing lost Goods or repairing damaged Goods.

25. The weight or quantity of any bulk cargo inserted in this Bill of Lading is the weight or quantity as ascertained by a third party other than the Carrier and Carrier makes no representation with regard to the accuracy thereof. This Bill of Lading shall not be deemed evidence against the Carrier of receipt of goods of the weight or quantity so inserted in the Bill of Lading.

26. Neither the Carrier nor any corporation owned by, subsidiary to or associated or affiliated with the Carrier shall be liable to answer for or make good any loss or damage to the goods accruing at any time and even though before loading on or after discharge from the ship, by reason of fire, unless caused by fire whatsoever, unless such fire shall be caused by its design or neglect, or by its actual fault or privity in any case, where this exemption is not permitted by law. Carrier shall not be liable for loss or damage by fire unless shown to have been caused by Carrier's negligence.

27. If the vessel comes into collision with another vessel as a result of the lack of negligence of the other vessel and any act, neglect or default of the Carrier, Master, Mate or the servants of the Carrier in the navigation or in the management of the vessel, the Merchant will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners inasmuch as such loss or liability represents loss of, or damage to, or carrying vessel or her owners, part or payable by the other vessel or carrying vessel or her owners to the Merchant and shall not be recouped or recovered by the Merchant from the other vessel or her owners as part of their claim against the carrying vessel or Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to the colliding vessels or objects are at fault in respect of a collision, contact, stranding or other accident.

This provision is to remain in effect in other jurisdictions even if it is not enforceable in the Courts of the United States of America.

28. General average shall be adjusted, stated and settled according to York Antwerp Rules 1974, except Rule XII thereof, at such port or place as may be selected by the Carrier and as to matters not provided for by these Rules according to the laws and usages of New York.

In such delays, disbursements in foreign currency shall be exchanged into United States money at the rates prevailing on the dates of such disbursements. Claims for cargo claims in foreign currency shall be converted at the prevailing rates of exchange on the date of payment. The Carrier shall be relieved of its obligation to deliver any part or place of final discharge of such damaged cargo from the ship, if the Carrier is unable to deliver the cargo at the place of discharge required by the Carrier must be furnished before delivery of the goods, such cash deposit as the Carrier or its agents may deem sufficient as a guarantee for the return of the goods, and the return of the goods and special charges thereon shall, if required, be made by the Goods, and the Carrier shall be relieved of its obligation to deliver the goods, if any of the Goods. Notwithstanding anything hereinbefore contained, the deposit shall at the option of the Carrier be payable in United States currency, and the deposit shall be applied to the payment of the Average and refunds of credit balances if any, shall be paid in United States currency, in addition to the circumstances dealt with in the 1974 Rules. The Carrier shall be relieved of its obligation to deliver the goods in the stowage of cargo and if the safe prosecution of the voyage is therefrom impeded, the Carrier shall be relieved of its obligation to stow, loading, discharge, reloading and restowing, cargo shall be allocated in General average, even though the handling of cargo is not necessary for

In the event of accident, danger or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not for which or for the consequence of which, the Carrier is not responsible by statute contract or otherwise, the Goods the subject of the bill of lading shall remain at the risk of the owner of the Goods and person entitled to the possession of the Goods, jointly and severally, shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses, of a General Average nature that may be incurred in the discharge of the said cargo, and charges incurred in respect of the Goods, if a salving ship is owned or operated by me Carrier, salvage shall be paid for as fully and in the same manner as if the said cargo were damaged or lost, and the said cargo shall be paid for as Cargo's contribution in General Average shall be paid to the ship owner even when such salvage is the result of fault, neglect or error of the carrier, and the said cargo shall be paid for as Cargo's contribution in all codes, statutes, laws or regulations which might otherwise apply.

In case of any loss or damage to or in connection with Goods exceeding the value declared by the shipper, the carrier shall be liable to indemnify the shipper in actual value the equivalent of 100% lawful money of the United States, per package, or in case of Goods not shipped in packages, per shipping unit the value of the Goods shall be deemed to be \$500 per shipping unit. The value of the Goods shall be determined on the basis of the value of \$500 per package or per shipping unit or pro rata in case of partial loss or damage unless the nature of the Goods or the circumstances of the case require a higher value. The value shall have been declared by the shipper before shipment and insert in this Bill of Lading and extra freight paid if required. In such case if the actual value of the Goods exceeds the value per package or shipping unit shall exceed such value, the carrier shall be liable for the actual value of the Goods and the value and the Carrier's liability if any shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of the value of the Goods. The value of the Goods shall be determined on unit or place of cargo not shipped in a package including articles or things of any description whatsoever, except goods shipped in bulk, and irrespective of the weight or measurement unit employed in calculating freight charges.

Where containers vans trailers, transportable tanks, flats, palletized units and other such packages are not packed by the Carrier, each individual such container, van trailer, transportable tank, palletized unit and other such package including in each instance its contents shall be deemed a single package and Carrier's liability, limited to \$500 with respect to each such package.

30. As to loss or damage to the Goods or packages occurring or presumed to have occurred during ocean voyage, unless notice of loss or of damage and the general nature of it be given in writing to the Carrier or its agent at the port of delivery before or at the time of the removal of the Goods or packages into the custody of the person entitled to delivery thereof under this Bill of Lading or if the loss or damage be not apparent within three consecutive days after delivery at the port of discharge, such removal shall be prima facie evidence of the port of discharge, such Goods or packages as described in this Bill of Lading.


31. As to loss or damage to the Goods or package occurring or presumed to have occurred during ocean carriage. The Carrier and the vessel shall be discharged from all liability in respect of loss, damage misdelivery ~~or any other breach of this contract and any claim~~ ~~thereon~~ ~~in respect of any loss or damage to the Goods or package or the date when the Goods or package or the Goods or package unless sort is brought~~ ~~to the Goods or package, should have been delivered. Suit shall not be~~ deemed brought unless jurisdiction shall have been obtained over the Carrier and/or the vessel by service of process or by an agreement to appear.

32. Gold silver specie bullion or other valuables including those named and described in Sec. 1231 of the United States Code of the United States, shall not be received by the Carrier unless their true character and value are disclosed to the Carrier and a special written agreement therefor has been made in advance and shall not, in any case be loaded or landed by the Carrier. No such valuables shall be considered received by or delivered to the Carrier until brought aboard the ship by the shipper and put in the actual possession of the Carrier. The receipt to be given by the Master or other officer in charge. Such valuables will only be delivered by the Carrier aboard the ship on presentation of bills of lading properly endorsed and upon such delivery on board the Carrier's responsibility shall cease if delivery is not so taken promptly after the ship so arrived or the point of discharge the goods may be retained aboard and landed or car-

13. It is agreed that superficial rust oxidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the cargo and acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust oxidation and the like did not on receipt.

4. Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or exemption from, or limitation of, liability contained in the laws of the United States or in the laws of any other country which may be applicable. This Bill of Lading shall be construed according to the laws of the United States and the Merchant agrees that any suits against the Carrier shall be brought in the Federal Courts of the United States. The contents of this Bill of Lading shall be separable and if any part or term thereof shall be held invalid such holding shall not affect the validity or enforceability of any other part or term hereof.

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16. FOREIGN PORT OF UNLOADING (Vessel and air only) PUERTO ASUNCIÓN, PARAGUAY		17. PLACE OF DELIVERY BY ON-CARRIER		11. TYPE OF MOVE FCL/FCL	
11a. CONTAINERIZED (Vessel only) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
MARKS AND NUMBERS (18) CNTR: TCLU2858804 SEAL #1: HLD8983090 SEAL #2 0655DD		NUMBER OF PACKAGES (19) 1x20 DV		DESCRIPTION OF COMMODITIES in Schedule B detail (20) STC: 799 BULTOS FUNDAS PLASTICAS TREEBAGS BIFLEX, CORBATINES DURFLEX, ETIQUETAS FACTURA 002-006-000023476 DAE: 028-2020-40-00325336 SHIPPER DECLARES EORI: 80055976-2 FREIGHT PREPAID DESTINO FINAL: PUERTO VILLETA	
				GROSS WEIGHT (Kilos) (21) 17,954.33 KGS	
				MEASUREMENT (22)	


Fecha de Embarque:
 06 JUN 2020
 CERTIFICAMOS QUE EN ESTA FECHA HEMOS
 ENBAFADO LA CARGA AQUI DETALLADA
 Firma Autorizada _____ Vto. Bno. _____
ORIGINAL

Carrier has a policy against payment, solicitation, or receipt of any rebate, directly or indirectly, which would be unlawful under the United States Shipping Act, 1984 as amended.

DECLARED VALUE _____ READ CLAUSE 29 HEREOF, CONCERNING EXTRA FREIGHT AND CARRIER'S LIMITATIONS OF LIABILITY.

FREIGHT RATES, CHARGES, WEIGHTS AND/OR MEASUREMENTS		SUBJECT TO CORRECTION		PREPAID	COLLECT
OCEAN FREIGHT	USD	AS AGREED			
GRAND TOTAL					

Received by Carrier for shipment by ocean vessel between port of loading and port of discharge, and for arrangement or procurement of pre-carriage from place of receipt and on-carriage to place of delivery, where stated above, the goods as specified above in apparent good order and condition unless otherwise stated. The goods to be delivered at the above mentioned port of discharge or place of delivery, whichever is applicable, subject always to the exceptions, limitations, conditions and liberties set out on the reverse side hereof, to which the Shipper and/or Consignee agree to accepting this Bill of Lading.

IN WITNESS WHEREOF three (3) original Bills of Lading have been signed, not otherwise stated above, one of which being accomplished the others shall be void.

GUAYAQUIL, ECUADOR

DATED AT _____


By _____ ABA EXPRESS.

AGENT FOR THE CARRIER

JUNE 6 2020

MO DAY YEAR

2. EXPORTER (Principal or seller-licensee and address including ZIP Code)		5. DOCUMENT NUMBER		5a. B/L NUMBER	
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3. CONSIGNED TO		6. EXPORT REFERENCES			
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12. LOADING PIER / TERMINAL		13. PLACE OF RECEIPT BY PRE-CARRIER			
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PUERTO ASUNCIÓN, PARAGUAY				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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(18)		(19)		(20)	
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Fecha de Embarque: 06 JUN 2020

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Firma Autorizada Vto. Bno.

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GUAYAQUIL, ECUADOR

DATED AT ABA EXPRESS

By JUNE 6 2020

MO 6 DAY 6 YEAR 2020

