Loaded in Cont.: UACU5471377

OCEANFREIGHT AND CHARGES Rates, Weight and/or Measurement subject to correction

Prepaid

Collect

Declared Cargo Value *** NO VALUE DECLARED ***

If Merchant enters a value, Carrier's per package limitation of liability shall not apply and the valorem rate will be charged.

Received by the Carrier from the Shipper, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise herein stated, the total number or quantity of Containers or other packages or units indicated in the box entitled "Number of Packages" for carriage from the port of loading (or the place of receipt, if mentioned above) to the port of discharge (or the place of delivery, if mentioned above), such carriage being always subject to the terms, rights, defences, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS ON THE REVERSE HEREOF NUMBERED 1-21 AND THOSE TERMS AND CONDITIONS CONTAINED IN THE CARRIER'S APPLICABLE TARIFF) and the Shipper's attention is drawn in particular to the Carrier's liberties in respect of on deck stowage (see clause 13) and the carrying vessel (see clause 12). In accepting this sea waybill, any local customs or privileges to the contrary notwithstanding, the Merchant agrees to be bound by all Terms and Conditions stated herein whether written, printed, stamped or incorporated on the face or reverse side hereof, as fully as if they were all signed by the Merchant. Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the consignee or his authorised representatives. This sea waybill is not a document of title to the Goods and delivery will be made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorisation at the port of discharge or place of delivery, as appropriate, without the need to produce or surrender a copy of this sea waybill.

Total amount due

Place and date of issue:

MONTERREY, MX - 12/24/2020

For and on behalf of the Carrier



by KUEHNE + NAGEL S.A. DE C.V.

As Agents for the Carrier



TERMS AND CONDITIONS

Division of Transpac Container System LTD. Manhattan Place • 23 Wang Tai Road Kowloon Bay • Kowloon • Hong Kong

1. DEFINITIONS

the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered II including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documentary, customs and IT

by this set wayout including but not immest to the isosaint, iteratopic, unlocating, storage, waterousing and nationing or the Goots and related occurrentary, cascions and it.

Charter reams. Transpers Container System. Turnible of Horis (Roys, Ladiding as Blue Arrivor Line.

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*Containation in claims staffing, pooring, basing or securing of Goods on or with Containers and Containers and Containers and Expenditure 1. The Containers and Containers and Containers and Expenditure 1. The Containers and Containers and Containers and Expenditure 1. The Containers and Co

"reams carriage to, from or through any port of the United States of America.
ears any waterborne craft used in the Carriage under this sea wayfull including but not limited to ocean vessels, feeder vessels and inland water vessels whether named earlier or retirefact on the Carriage under this sea wayfull including but not limited to ocean vessels, feeder vessels and inland water vessels whether named earlier or retirefact on the carriage under this sea wayfull including but not limited to ocean vessels, feeder vessels and inland water vessels whether named earlier or retirefact or the carriage under this sea.

2. CONTRACTING PARTIES
2.1 By accepting this sea wayful, the Shipper confirms and agrees that the Carrier's Agents act as the Carrier's agents only and that the Shipper has no claim against the Carrier's Agents for any calman senior good of the Carriage.

Agrees for any calman senior good of the Carriage.

By Agents or any calman senior good of the Carriage.

Contract of carriage, undertakes to provide the Merchant and in particular the consignee with a legible copy of all the Terms and Conditions contained in this sea wayful.

2. CARRIVER 'TABLE'

1. The provisions of the Carrier's applicable taelff. If any, are incorporated herein. Particular attention is drawn to the provisions therein. If any, relating to free atorage time and to Container and vehicle demurage. Copies of such provisions are obtainable from the Carrier or his applica upon request or, where applicable, from a government body with whom the soft has been filled in the case of inconsistent potheren this sea way bill and the packagetal left, this sea weight last prevail.

4. NON-NEGOTIABLITY
Notwithstanding the application to this sea waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar convention or legislation, this sea waybill is not negotiable and is not a document of the to the Goods.

5. SUB-CONTRACTING AND INDEMNITIES
5.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the Merchant is entitled to bring claims assign Sub-Contractors) at any Sub-Contractor can, at its option, apply its own terms of contract with the Carrier to defend claims brought by the Merchant.

to bring dains against Sub-Contractors) that any Sub-Contractor can, at 65 option, apply as well entire use of the contractor contractors.

(a) that no claim or allegation shall be made against any Sub-Contractor whatever, whether directly or indirectly, which imposes or attempts to impose upon any Sub-Contractor whatever, whether or not arising in contract, ballment, lost, negligence, breach of express or implied warranty or otherwise, and

variety for otherwise, and (v) if any dam or alligation should nevertheless be made against a Sub-Contractor, to Indemnify the Carrier against all consequences thereof. 5.3 Without prejudice to the other provisions in this Clause 5, every Sub-Contractor shall have the benefit of all provisions herein benefiting the Carrier including clause 21 hereof, the jurisdiction and two stause, as if this sea swalpill (including Clause 21 hereof, were expressly for its benefit and in entering into this contract the Carrier, to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such Sub-Contractor and such Sub-Contractor shall to this extent be or be deemed to be parties to this contract.

6. CARRIER'S LIABILITY

6. CARRIER'S LIABLITY
1. UIS CARRIAGE
(a) For US Carriage this was an applit shall have effect subject to the provisions of COGSA and to the Pomente Act regardless of whether said Act would apply of its own force. The Committee of Committee of CogSA is a committee of CogSA and to the Pomente Act regardless of whether said Act would apply of the own force. The CogSA is a committee of CogSA. The CogSA is a committee of CogSA is a cogSA is a committee of CogSA is a cogSA is a committee of CogSA. Except for clause 6.2 every other term, condition, inflation, defector and they whatoever contained in his sea wayful shall apply to US Carriage?
(b) Where he Merchant requests the Carrier to procure Carriage by an inand carrier in the United States of America, such Carriage shall be procured by the Carrier as agent only at these times, it is ability for loss, drange or didly to the Committee of CogSA. It is agreed to the committee of CogSA, it is agreed that the meaning of drafty of the CogSA is all be determent in accordance with clause of heart of the committee of the Merchant requests of the word "package" shall be approximately and procure of the Merchant requests of the committee of the Merchant requests of the CogSA. It is agreed to the CogSA is a garget of the CogSA is a garget that the meaning of the word "package" shall be determined in accordance with clause of heart of the Merchant requests of whether said patient or with a disclosed on the front hereof.

(c) Neither the Carrier nor the Vessel shall in any event be or become label in an amount exceeding USSSO per package or customary freight unit. For limitation purposes under COGSA, it is agreed that the meaning of the word "package" shall be any palled said and/or unities of said the committee of the Merchant. requestees of whether said patient or wit is d

commissione of the Merchant, regardless of whether sale pares or us to a use of a 2 No.N. US CARRYGES
(a) Where he No. US Carriage is port to Port Transport.

(b) the period of repronoublity of the Carrier for any loss or damage to the Goods shall commence only at the moment the Goods are loaded on board the Vessel and shall end when
(ii) the liability of the Carrier for loss of or damage to the Goods shall be determined in accordance with any national law making the Hagues Rules or Hague-Visby Rules Articulate (with the Vessel and Shall an

complacingly applicable to bill of lating and if no such national law is complacinly applicable, then in accordance with the Hague-Vally Pulzed, Anticle 1-8 inclusive (excluding (iii) the Carrier shall be under no liability whatshever for loss or change to the Goods with len its actual to constructive possession before lossing or after discharge, however caused. Kolwithstanding the foreigning, in case and to the extent that any applicable computory law provides to the contrary, the Carrier shall have the benefit of every right, detence, installation and licenty in the Hagge Fuller, Hagge-Velby Rules, or any other true as applied by cause (b) during such additional computory of responsibility. (iv) if the Goods are discharged at a port other than the Port of Discharge or at a Place of Delivery instead of the Port of Discharge, and the Carrier in its absolute discretion agrees to a request to such effect, such further Carriage will be understance on the basis that this sea waybill is to apply to such Carriage as of the unitimation agreed with the Machinarha been extend on the lost side of this sea waybill as the Port of Discharge or Place of Delivery.

(b) it is found to the Carrier shall be determined by the provisions contained in any international conversion or nationals law, which applies computativity to the relevant stage of the Malferoad's Temporal and carroot be departed from by private contract to the deliment of the claimant, and

In the case of the carrier shall be determined by the provides contained in any interest stage the bases of demage occurred.

If the carrier shall be determined by the provides contained in any interest stage of the claimate, and the carrier shall be determined by provides contained in any interest or stage of the claimate, and the carriers of the

classed or events.

(ii) Names the bots or damage was partly caused by one of the causes at sub-clause 6.2(o)(ii) the Carrier shall only be liable to the extent that another cause contributed to the loss (iv) Names the bots or damage was partly caused by one of the causes at sub-clause 6.2(o)(ii) the Carrier's liability shall be calculated by reference to the value of the Goods at the place and time at with they were accepted for Carriage.

(iii) Compensation and Limitation

(iii) Carriar's liability shall in no event exceed the amounts provided for in the applicable rules.

(iii) In all other cases, These. Nagav-Wish private or any other rules computationly apply to the Carriage the Carriar's liability shall in no event exceed the amounts provided for in the applicable rules.

(iii) In all other cases, The Carriar shall be deschaped of all liability and private or any other rules only computation by the Carriage the file (into Private) and the service of the Carriage of in respect of which the claim states.

(iii) In all other cases, the Carriar shall be deschaped of all liability whatlesore rules said is brought within nine months after the delivery of the Goods or the date when the Goods should have been delivered.

3.1 LIABILITY APPLICABLE in galay within private and the cases, the Carriar shall be deschaped of all liability whatlesore unless said is brought within nine months after the delivery of the Goods or the date when the Goods should have been delivered.

3.1 LIABILITY APPLICABLE in galay the carriar shall by many be increased to a higher value by a declaration in writing of the value of the Goods by the Merchant upon delivery to the Carrier of the Goods for adjument, such higher value being interest on the front off his sea waysill in the space provided and in Federal day to the Carrier, earlier legible being paid. In such case, if the actual value of the Goods with larger value and (c) Delay, Consequent allowed value and (c) Delay, Consequent likes or the contract of the Goods in the favored of Li

7. MERCHANTS WARRANTIES AND RESPONSIBILITIES
7. If every Person defined as Merchant is jointly and severally liable to the Carrier for all the Merchant's undertakings, responsibilities and liabilities under or in connection with this sea supplied and to pay the Freigit due under the without declarations research, the agent of and has the authority of the Person owning or entitled to the possession of the Goods and this seas wapplied any person who has a present or future interest in the Goods and the seas wapplied range pressor who has a present or future interest in the Goods and the seas wapplied range pressor who has a present of these interests are supplied.
7.3 The description and particulars of the Goods and Container set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, verified gross mass, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.

AT the Metchant hall comply with all applicable laws, regulations and requirements (including but not limited to any imposed at any time before or during the Carriage relating to anti-errorism measures) of customs, port and other authorities and shall bear and pay all duries, taxes, fines, imposts, expenses and losses (including without prejudice to the generality of the Goods).

A complete of the property of the control of the property of the control of the property of the control of the property of addressing of the Goods.

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responsible.
7.8 The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Carde for which the Carde is not responsible.

or may become dangerous (whether or not so listed in codes), inflammable, damaging, injurious (including radioactive materials), noxious or which are or nage any property or Person whatsoever shall be tendered to the Carrier for Carriage without: consent in writing; and

(b) the Container and/or other covering in which the Goods are to be transported and/or the Goods themselves being distinctly marked on the outside so as to indicate the nature and character of any such Goods and so as to comply with all applicable bias, registations and/or requirements.

As any fine, they are deemed to be a hazard for life or properly, they may all any place be uniqued. The control of the degree control of the control o

9. CONTAINERS

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10. TEMPERATURE CONTROLLED CARGO

10. I temPENATURE CONTROLLED CARGO

10. The Merchant undertase not to benefit or Carriage any Goods which require temperature control without previously giving written notice (and filing in the box on the front of this sea waybill this wayb

rispect the conterls.

1.2 If a general st any time that the Goods, or any part of them, cannot safely or properly be carried, or carried further, either at all or without incurring any additional sepense or chaking measures in relation to the Container or Goods, the Carrier may without notice to the Merchant (but as his agent only) take any measures and/or incurring any reasonable additional sequence to carry or continue the Carrisgine thereof, and/or sole of dispose of the Goods and/or to bandom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or to store the Goods and/or to shardom the Carriage and/or the Goods and/or to shardom the Carriage and/or the Goods and/or to shardom the Carriage and/or the Goods and/or the Goods

expense so incurred. 11.3 The Carrier in exercising the liberies contained in this clause shall not be under any obligation to take any particular measures and shall not be liable for any loss delay or damage howsoever arising from any action or lack of action under this clause.

12. METHODS AND ROUTE OF TRANSPORTATION

12.1 The Culture may all any fire and without notice b the Merchant.

(10) load or carny the Goods on any Vessel whether named on the front hereof or not:

(10) load or carny the Goods on any Vessel whether named on the front hereof or not:

(2) sharether (10) colors from one conveyagent to another including transshipping or carrying the same on a Vessel other than the Vessel named on the front hereof or by

(3) starting the Goods on any Vessel whether named on the front hereof or by

(3) at any given unpack and remove Goods with have been staffed in or on a Cortainer and forward the same in any manner instancers;

(4) of some piace unpack and remove Goods with have been staffed in or on a Cortainer and forward the same in any manner instancers;

(5) proceed all any speed and by any route in his discretion (indefered or not the reader or most direct or containery or advertised routel) and proceed or or stay at any place withstoerer or most ender or container and command the state of the start of the state of the front hereof as the intended Port of Loading or intended or the foot hereof as the intended Port of Loading or intended or the contract of the place is a port named on the front hereof as the intended Port of Loading or intended or the contract of the place is a port named on the front hereof as the intended Port of Loading or intended or the contract or the place is a port named on the front hereof as the intended Port of Loading or intended or the contract or the place is a port named on the front hereof as the intended Port of Loading or intended or the contract or the place is a port named on the front hereof as the intended Port of Loading or intended or the contract or the place is a port named on the front hereof as the intended Port of Loading or intended or the place is a port named or the front hereof as the intended Port of Loading or intended the place is a port named or the front hereof as the intended Port of Loading or intended the place is a port named or the front hereof as the intended

(e) pluctions were have been a set a may called;

If load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Loading Port

13. DECK CARGO

13. DECK CARCO

13. Unlear its specializedly signifiated that the Goods will be carried under deck on the front of this sea wayfull. The Goods (whether containerised or not) may be stowed on or under deck without notice to the Meerhant and any deck slowage that not be a devisition of whatoever nature or degree.

13.2 licarried on deck, the Carrier shall not be required to note, man, for stamp on the sea wayfull any statement of such on deck carriage. Such Goods whether carried on deck or under deck shall participate in General Average and, subject to Clause 13.3, such Goods shall be determed to be within the definition of Goods for the purposes of the larges-Plates or any legislation making such rates. COSGA or the Inspect Nature or supposed to the size as wayfull.

13.3 Goods which are stated on the front of this sea wayfull to the carried on deck, and which are actually carried on deck, are carried without responsibility on the part of carried or deck, and which are actually carried on deck, are carried without responsibility on the part of carried wayfull and the carried or the cause of by undersection caused by undersectiveness or registerace or any other cause whiteover.

14. COLLECTION AND DELIVERY OF THE GOODS

14.1 When collection or delivery takes place at the Merchant's premises, the place of collection or delivery takes place of loading or unideating the Goods into from the vertices are considered to the under any collegation to provide any plant, power or labour which may be required for the loading or unideating at such premises. This shall not be under any collegation to provide any plant, power or labour which may be required for the loading or unideating at such premises. This shall not be considered to the consideration of th

mentioned circumstances.

14.3 The liability file Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority. This shall amount to due delivery to the

14.3 The labelity of the Carrier in respect of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the order or recommendations.

14.4 Any mention therein of parties to be notified of the arms of the Goods is solely for information of the Carrier, and failure to give such notification shall not revolve the Carrier in any labelity or ordered by the Carrier any labelity or ordered between the Carrier and t

15. BOTH-TO-BLAME COLLISION 15.1 The latest version of BIMCO's Both-to-Blame Collision Clause is incorporated herein which is available on request

16. GENERAL AVERAGE

16. GENERAL AVERAGE

18. Cleanal Averages shall be adjusted at any part or place at the Carrier's option, and to be settled according to the York-Antherep Rules 1994, this covering all Goods whether carried on or under dock. The New Jason Clause as approved by BIMDO shall be considered as incorporated herein which is available on request. 18.2 Abouthstanding just chazes in 6.1, the Merchant shall informatly the Carrier in respect of any clause at 6.1, the Merchant shall informatly the Carrier in respect of any clause at 6.2 medical Average nature which may be made against him and shall provide such secoully as may be required by the Carrier in this connection.

18. Such security including a cash deposit as the Carrier may fee mustificient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall, required be submitted to the Carrier prior to delivery of the Goods.

18. The Carrier shall be under to deligation to be the say tiege, whitever to collect security for General Average contributions due to the Merchant.

17. FERGIST
17. English and be deemed fully earned upon receipt of the Coods by the Carrier and shall be paid and be non-relamable in any event.
17.2 The Metchant's altendron is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies relative to Freight in the relevant traffic conditions. If no such suplaction as to devaluation exists or is applicable and if the currency in which the Freight is quoted is devalued or revalued between the date of the Freight agreement and the date when the Freight is and, then all Freight shall be automatically and immediately changed in a proportion to the existent of the devaluation or revaluation of the and currency. Payment in the example, and in the position of the 17.3. The Freight has been advantaged on revaluation of the advantage or revaluation of the and on inspect, revenity, in revenity and the currency named in the sea whysibli, or, it the control of the complete of the control of the control of the complete of the control of the control of the complete of the control of the control

18. LIEN

18.1 The Carrier shall have a lie on Goods and any documents relating thereto for all sums waitsoever due at any time to the Carrier under this sea waybill and for Germal Average contributions to whomsoever due and any documents relating thereto for all sums due from the Merchant to the Carrier under this sea waybill and for Germal Average contributions to whomsoever given lead at large ly place in this size discretion, whether the Carriars is completed or not. In any event any lies shall (a) survive 18.2 The Center under severage section like limit and up the shall (a) survive 18.4 To enforce and salidy the Carrier's lien, the Carrier thall have the right to sel or otherwise dispose of the decementationed Goods and documents by public auction or the protect they are the therefore they are the carrier's lien, the Carrier thall have the right to sel or otherwise dispose of the decementar speeches and in the Merchant's reposers and in the Merchant reposers decement and without any simplify rowards the Merchant provided that the Carrier has used resonable efforts to notify the stripper and the consignee shown on the forts side of the sea waybill prior to any sale or other disposal and that the Carrier has used resonable efforts to sold the sea waybill and the contribution of the sea waybill prior to any sale or other disposal carefully the sums due and the costs relating to the sale or other disposal.

19. VARIATION OF THE CONTRACT

servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised in writing by a director or officer of the Carrier who has the actual authority of the Carrier to waive or vary.

20. PARTIAL INVALIDITY

21. JURISDICTION AND LAW
21.1 For US Carriage, this sea wayfull is governed by United States law and the United States Federal Court of the Southern District of New York has exclusive

21. For US Carriage, this sea waybill is governed by United States law and the United States recent ucus or the outcome unature of the united States recent under the state of the US Carriage, displaces along under this bill of lading shall be delemined by the courts of Hong Kong and in accordance with the laws of Hong Kong. No proceedings may be through Edvice of the other court or arbitration bitmail and the last to be then applicable