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DECLARACION PARA LA PERCEPCION DE INGRESOS BRUTOS

Condicion frente a los Ingresos Brutos (S/N/E): S

Inscripto en Convenio Multilateral (S/N): S

Nro. de Inscripcion: 908-352707-4 COEFICIENTES DE DISTRIBUCION

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Información Adicional

BS.AS.(CAPITAL)

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**Bill of Lading** Carrier: Hapag-Lloyd Aktiengesellschaft, Hamburg Shipper: DYNAPAC COMPACTION EQUIPMENT AB Hapag-Lloyd BOX 504 SE-371 23 KARLSKRONA **SWEDEN** Carrier's Reference: B/L-No.: SE HLCUGOT1604111854 39964133 **Export References:** AGH413068 Consignee (not negotiable unless consigned to order): REPAS S.A. RECONQUISTA NO. 336 FLOOR: 12 OFFICE Y Forwarding Agent: (1335) BUENOS AIRES, ARGENTINA DHL GLOBAL FORWARDING (SWEDEN) AB CUIT: 33-59959483-9 BOX 832 TRINTEGATAN 10 HELSINGBORG SWEDEN SE-251 08 SE Notify Address (Carrier not responsible for failure to notify; see clause 20 (1) hereof): Consignee's Reference: REPAS S.A. RECONQUISTA NO. 336 Place of Receipt: FLOOR: 12 OFFICE Y (1335) BUENOS AIRES, ARGENTINA CUIT: 33-59959483-9 AR Vessel(s) Voyage-No.: HANNA 1616W Place of Delivery: CAP SAN RAPHAEL 618S Port of Loading: GOTHENBURG Port of Discharge: BUENOS AIRES Container Nos., Seal Nos.; Marks and Nos. Number and Kind of Packages, Description of Goods Gross Weight: Measurement: 1 CONT. 20'X8'6" GENERAL PURPOSE CONT. SLAC\* 3106261 HLXU 2 UNITS 7400.000 16.282 SEAL: DYNAPAC VIBRATORY ROLLER KGS CC1300C, S/N 17913,17955 HS CODE: 84294010 EF525737 MARKS & NOS: 52259,52305 HS-CODE: 84 29 40 \*SLAC = Shipper's Load, Stow, Weight and Count CONSIGNEE'S TAX ID NUMBER: 33-59959483-9 GROSS VOLUME TARE WEIGHT HLXU 3106261 2370.000 KGS 16.282 MTQ

SHIPPED ON BOARD, DATE: 27.APR.2016

PORT OF LOADING: GOTHENBURG

VESSEL NAME: HANNA VOYAGE: 1616W

## TRANSITO ZONA FRANCA LA PLATA TRANSITO MONITOREADO TRAM

Shipper's declared Va	,	· "•	Above Particulars as declared by Shipper. Without responsibility  ORIGINAL or warranty as to correctness by Carrier [see clause 11]					
Total No. of Containers re	ceived by the Carrier:	Packages received by the Carri	er: 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, in the box opposite entitled "Total No. of Containers/Packages received by the Carrier" for Carriage subject to all the terms and conditions hereof (INCLUDING					
Movement:	FCL/FCL	Currency:	THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THE TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF) 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. One original Bill of Lading, duly endorsed, must be surrendered by the					
Charge Rate	Basis Wt/	Vol/Val P/C Amount	Merchant to the Carrier in exchange for the Goods or a delivery order. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of this Bill of Lading by the Merchant.  IN WITNESS WHEREOF the number of original Bills of Lading stated below all of this tenor and date has been eigned, one of which being accomplished the others to stand void.					
			COTHENBURG 27.APR.2016					
			FOR ABOVE-NAMED CARRIER HAPAG-LLOYD (SWEDEN) AB					
Total Freight Prepaid	Total Freight C	ollect Total Freight	(AS AGENT) Verena Niederhaus					

"Haque Rules

"Haque-Visby Rules"

"Servants or Agents"

means the party named on page 2 of this Bill of Lading, means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods covered by this Bill of Lading, means the vessel's master, her officers, seamen and other persons directly or indirectly employed in the operation of the vessel as defined in section 478 of the German Commercial Code, means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August, 1924 without the amendments by the Protocol signed at Brussels on 25th August, 1924 and includes the amendments by the Protocol signed at Brussels on 25th August, 1924 and includes the amendments by the Protocol signed at Brussels on 25th August, 1924 and includes the amendments by the Protocol signed at Brussels on 25th August, 1924 and includes the amendments by the Protocol signed at Brussels on 25th August, 1924 and includes the shipper, holder, consignee, receiver of the Goods or of this Bill of Lading, and any person owning or entitled to the possession of the Goods or this Bill of Lading, includes the shipper, holder, consignee, receiver of the Goods or of this Bill of Lading, and any person owning or entitled to the possession of the Goods or this Bill of Lading, includes the master, officers and Crew of the vessel, owners, managen, includes the master, officers and Crew of the vessel, owners, managen, whether acting as sub-carrier, connecting carrier, substitute carrier or bailee, sub-contractors, stevedores, terminal and groupage operators, road and rail transport operators and any independent contractors employed by the Carrier in the performance of the Carriage, means the whole or any part of the cargo received from the shipper and includes any equipment or Container not supplied by or on behalf of the Carrier. includes any container, trailer, transportable tank, flat, or any similar article used to consolidate Goods and any equipment thereof or connected thereto.

"Container

"Freight"

2. Carrier's Tariff The terms and co

"Goods

ditions of the Carrier's applicable Tariff are incorporated herein, with partic The terms and conditions of the Carrier's applicable Tariff are incorporated herein, with particular attention drawn to the terms and conditions relating to Containers and vehicle demurrage and detention. The provisions relevant to the applicable Tariff can be acquired from the Carrier or his Agents upon request. The Carrier's standard Tariff can be accessed online at www.hapag-loyd.com, in the case of any inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail, except in cases relating to Freight.

As Warranty
The Merchant warrants that in agreeing to the Terms and Conditions hereof he is, or has the authority of, the person owning or entitled to the possession of the Goods and this Bill of Lading.

4. Sub-Contracting and Indemnity
(1) The Carrier shall be entitled to sub-contract on any terms whatsoever the whote or any part of the

Interfect later Wartacting and Indemnity

19 of, the person owning or entitled to the possession of the Goods and this Bill of Lading.

4. Sub-Contracting and Indemnity

1) The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the
Carriage.

2) The Merchant hereby agrees that no Servants or Agents are, or shall be deemed to be liable with
respect to the Goods or the Carriage as Carrier, bailee or otherwise. If, however, it shall be
addudged that any Servants or Agents are, or shall be deemed to be liable with
respect to the Goods or the Carriage as Carrier, bailee or otherwise. If, however, it shall be
addudged that any Servants or Agents are carrier or bailed of the Goods or under any responsibility with respect thereto, all exemptions and limitations of and exoneration from liability provided by law or by the Terms and Conditions including the jurisdiction clause shall be available to
such Servant or Agent. If any claim is made against any of the Servants or Agents, the Merchant
shall indemnity the Carrier against all consequences thereof.

(3) The provisions of Clause 4 (2) shall extend to claims of whatsoever nature against other persons
charlering space on the carrying vessel.

5) Carrier's Responsibility

(1) Port-to-Port Shipment

(a) When loss or damage has occurred between the time of loading of the Goods by the Carrier at
the port of loading and the time of discharge by the Carrier at the port of ischarge, the
responsibility of the Carrier's shall be determined in accordance with German
(a) When loss or damage has cocurred between the Bill of Lading has been issued in Rermany or a country in which the Hague Rhes are compulsority applicable and this Bill of Lading
covers a shipment from or to Germany and such aforesaid country or between such aforesaid
countries, the responsibility of the Carrier's shall be determined in accordance with German
taw, making the Hague Rhes compulsorily applicable.

(b) The Carrier shall not be responsible for any fault of his

delivered. For the purpose of determining the extent of the Carrier's liability for loss of or damage to the Goods, the sound value of the Goods is agreed to be the invoice value plus Freight and insurance if paid.

(g) In the event that the Bill of Lading covers a shipment from or to the USA US COGSA shall apply. US COGSA shall also be applicable before the Goods are loaded on or after they are discharged from the vessel in the USA.

(2) Multimodal Transport.

(a) If the place of damage to or loss of the Goods is known, the responsibility of the Carrier is determined by the law which applies to this leg of Carriage.

(b) If it is established that loss or damage occurred during the port-to-port leg the "Error in Navigation and Fire Defenses" as per Clause 5 (1) (b) apply.

(c) If it is established that loss or damage occurred during the port-to-port leg for reasons stipulated in Clause 5 (1) (c) above. Clause 5 (1) (c) apply.

(d) In the event that part of the multimodal transport is a shipment to or from the USA and the damage to or loss of the Goods occurs at the time between the loading at the port of loading and the discharging at the port of discharge, US COGSA shall apply. US COGSA also applies before the Goods are loaded on or after they are discharged from the vessel in the USA.

(e) With respect to road Carriage between countries in Europe lability shall be determined in accordance with the Convention on the Contract for the International Carriage of Goods by Road (CMR), dated May 19, 1966; and during rail Carriage between countries in Europe according to the International Agreement on Railway Transports (CMM), dated February 25, 1961 [or any amendments to this Convention or Agreement].

(f) Unless notice of loss or damage be given in writing to the Carrier or his agent at the port of discharge before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under the contract of Carriage, or, if the loss or damage is not apparent within seven (7) days, such

HOWSDEVER ARISING EACED 2 SOINT THATOST OF THE LIMITATION OF DAMAGED.

(1) THE CARRIERS SHALL NOT BE ENTITLED TO THE BENEFIT OF THE LIMITATION OF LIABILITY PROVIDED FOR IN CLAUSE 5 (2) (h) AND (i) IFT IS PROVED THAT THE DAMAGE RESULTED FROM AN ACT OR OMISSION OF THE CARRIER OR HIS SERVANTS OR AGENTS DONE WITH INTENT TO CAUSE DAMAGE, OR RECKLESSLY AND WITH KNOWLEGGE THAT DAMAGE WOULD PROBABLY RESULT. HOWEVER, IF THE LOSS OR DAMAGE HAS OCCURRED DURING THE CARRIERGE OF GOODS BY SEA, THE CARRIER IS ENTITLED TO

THAT DAMAGE WOULD PROBABLY RESULT.

THAT DAMACE WOULD PROBABLY RESULT.

(S) subject to the applicable restrictions in statutory law and international conventions, the Carnier shall not be liable for damage caused by error in navigating or handling the vessel, including errors caused by the arrangement of group of tugs or pushers.

Thange of Destination by Merchant in the event that the Merchant requests the Carrier to deliver the Goods at a port or place other than the port of discharge or the place of delivery originally designated in this Bill of Lading and the Carrier in its absolute discretion agrees to such request, such further Carriage will be undertaken on the basis that the Bill of Lading Terms and Conditions are to apply to such Carriage as the uniformate destination agreed with the Merchant had been entered on page 2 of this Bill of Lading as the port of discharge or place of delivery.

Time for Suit 

Town went the Carrier shall he discharged from all liability in respect of isss of or damage to the

8. Time for Sult in any event, the Carrier shall be discharged from all liability in respect of loss of or damage to the Goods, non-delivery, mis-delivery, delay or any other loss or damage connected or related to the Carriage unless suit is brought within one (1) year after delivery of the Goods or the date when the Goods should have been delivered.

Lamage unless suit is brought within one (1) year after delivery of the Goods or the date when the Goods should have been delivered.

7. Sundry Lability Provisions
(1) Hague Rules/Hague-Visions
(1) Hague Rules/Hague-Visiony Rules in the event that suit is brought in a court other than the court as provided for in Clause 25 and such court contrary to Clause 25 accepts jurisdiction, then the Hague-Visby Rules are compulsority applicable, if this Bill of Lading has been issued in a country where the Hague-Visby Rules are compulsority applicable and the Carrier's liability shall not exceed 2 SDRs per kilo of gross weight of the Goods lost or damaged; if this Bill of Lading has been issued in a country in which the Hague Rules apply, the Carrier's liability shall not exceed GBP 100 per package or unit.

(2) US COGSA

Notwithstendmin a new of the forest state of the carrier shall be a supplied to the carrier shall be a supplied to the carrier shall not exceed GBP 100 per package or unit.

JUS COSSA

Notwithstanding any of the foregoing to the contrary, in the event that suit is brought in a court in the USA and such court, contrary to Clause 25, accepts jurisdiction, then US COSSA shall be compulsorly applicable to this contract of Carriage if this Bill of Lading covers a shipment to or from the USA. The provisions set forth in US COSSA shall also govern before the Goods are fooded or and after they are discharged from the vessel. The Carrier's maximum liability in respect to the Goods sall not exceed USD 500 per package or, where the Goods are not shipped in packages, USD 500 per customary freight unit unless the nature and value of the Goods have not shipped been declared by the Merchant and inserted in writing on page 2 of the Bill of Lading and said Merchant shall have paid the applicable ad valorem freight rate set forth in Carrier's Tariff.

3 Shipper's declared value

Merchant shall have paid the applicable ad valorem recigin have set to uniform the value of the Soshipper's declared value. The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods and that compensation higher than that provided for herein may not be claimed unless the nature and value of such Goods have been declared by the Merchant, agreed to by the Carrier and inserted into the Bill of Lading before shipment. In addition the applicable ad valorem freight rate as set out in the Carrier's Tariff must be paid. Any partial loss or damage shall be adjusted pror rata on the basis of such declared value. If the declared value is higher than the actual value, the Carrier shall in no event be liable to pay compensation higher than the net invoice value of the Goods plus Freight and insurance if paid. Any references to letters of credit, import licenses, sales contracts, invoices or order number and/or details of any contract to which the Carrier's is not a party when shown on page 2 of this Bill of Lading shall not be regarded as a declaration of value.

contracts, invoices or druer increase and a second contracts, invoices or druer increase and contracts, and the contract of th

limitation available to the Carrier.

3) Delay

(a) Unless expressly agreed, the Carrier does not undertake that the Goods shall arrive at the port of discharge or place of delivery at any particular time or in meet any particular market or use, and the Carrier shall not be label for any loss or damage caused by delay.

(b) if notwithstanding the foregoing the Carrier is held responsible for the consequences of any leavy, the Carrier shall not be limitated to an amount equal to three times of the Freight unless any lower limitation applies. The limitation does not apply if it is proved that the delay in delivery resulted from an act or onission of the Carrier or of his Sevands or Agents done with the intention of the Carrier for damage or delay, howsoever occurring and whether the action be founded in contract or in tort.

(b) Save as otherwise provided herein, the Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct or indirect or consequential loss or damage or loss of profits, unless it is established the Carrier himself acted with the intent to cause damage, or recklessly and with knowledge that damage would probably result. The Merchant shall indemnify the Carrier against any customs liabilities even if caused by loss of the Goods.

8. Shipper-Packed Containers

if a Container has not been packed by or on behalf of the Carrier:

1 the Carrier against any customs liabilities when the text the Carrier of the Carrier (the Carrier of the Carrier) the Indian shall not be the Carrier of the Carrier of the Carrier (the Carrier) than the Ca

nify the Carrier against any customs liabilities even it caused by loss of the Goods.

8. Shipper-Packed Containers
If a Container has not been packed by or on behalf of the Carrier:
(1) the Carrier shall not be liabile for loss of or damage to the Goods caused by:
(a) the manner in which the Container has been packed or
(b) the unsuitability of the Goods for Carriage in the Container supplied or
(c) the unsuitability or defective condition of the Container has been supplied by or on behalf of
eration controls thereof, proted that, if the Container has been supplied by or on behalf of
the Carrier, this unsuitability or defective condition would have been apparent upon inspection
by the Merchant at or prior to the time when the Container was packed or
(d) packing refrigerated Goods that are not at the correct temperature for Carriage.
(2) the Merchant shall indemnify the Carrier against any loss, damage, liability or expense whatsoever and howsover arising caused by one or more matters referred to in Clause 8 (1).

(3) with regard to refrigerated Goods, the Carrier shall be deemed to have fulfilled its obligations
under the contract of Carriage and shall have no liability whatsoever if such refrigerated Goods
are carried in a range of plus or minus 2,5 degrees celsius in regard to any temperature indicated on page 2 of this Bill of Lading, the term "apparent good order and condition" when used
in this Bill of Lading with reference to the Goods which require refrigeration does not mean that
the Goods when received were verified by the Carrier as being at the temperature on page 2 of
this Bill of Lading, the Carrier undertakes that the Container is equipped to main-

this Bill of Lading. Where a temperature is indicated the Carrier undertakes that the Container is equipped to maintain the temperature set by the Merchant. The Merchant remains responsible for the consequences of any temperature irregularities prior to receipt or after delivery by the Carrier (4) Container with Goods packed by the Merchant shall be delivered to the Carrier with an intact high security seal in place, and the seal number noted in writing on this Bill of Lading by the Merchant. In the event the Container is not so sealed, the Carrier reserves the right, at Merchant so tretum the Container to the Merchant for resealing, or to affix a seal.

9 Inspection of Goods

In the event the Container is not so sealed, the Carrier reserves the right, at Merchant's expense, to return the Container to the Merchant for resealing, or to affix a seal.

9. Inspection of Good in the Carrier has sub-contracted the Carriage or any person authorized by the Carrier shall be entitled, but under no obligation, to open any Container or package at any time and to inspect the Goods. If, by order of the authorities at any place, a Container has to be opened for the Goods to be inspected, the Carrier will not be liable for any loss or damage incurred as a result of such opening, unpacking, inspection or repacking. The Carrier shall be entitled to recover the costs of such opening, unpacking, inspection and repacking from the Merchant.

10. Carriage Affected by Condition of Goods

11 tappears at any time that, due to their condition, the Goods cannot safely or properly be carried turther or without incurring additional expense or taking any measure(s) in relation to the Container or the Goods, the Carrier may without notice to the Merchant take any measure(s) and/or incur any additional expense to carry or to continue the Carriage thereof, and/or sell or dispose of the Goods, whichever the Carrier, in his absolute discretion, consistent due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any additional expense so incurred.

11. Description of the Goods

11. Description of the Goods

12. Merchant's Responsibility

13. In the Carrier of the fulfillment of all obligations and warranties undertaken by the Merchant the Goods are entitled to the Goods as set out on page 2 have been checked by the shipper on receipt of this Bill of Lading and that such particulars, and any other particulars fulfillment of all obligations and warranties undertaken by the Merchant the Goods are leaved for one of the subject of the Goods are should consument to the Goods of the subject of the Goods are should goods and contain no contribation.

12. Merchant's Responsibility

13. All prespon

loss or expenses which may arise nour sour indirection.

13. ISPS Code.

17 The Merchant must comply with the requirements of the ISPS Code. If the Carrier is held liable by any State Authority or any other third party the Merchant will indemnify and hold the Carrier harmless from the unleading of the ISPS Code by the Merchant.

in accordance with the ISPS Code in relation to the Merchant's Goods.

(3) The Carrier is entitled to deviate the vessel to a different port and to unload the Goods there authorities in the port of discharge have increased its level of security according to the ISPS after the Goods have been loaded.

r the Goods have been waded. Merchant undertakes to compensate any costs and expenses suffered by ause of a delay of the vessel resulting from a violation of the ISPS Code by the Me

14. Freight (1) Freight shall be deemed fully earned on receipt of the Goods by the Carrier and shall be pa

(1) Freight shall be deemed fully earned on receipt of the Goods by the Carner and shall be part on returnable in any event.
(2) Freight has been calculated and must be paid on the basis of particulars furnished by or on of the shipper. If the particulars furnished by or on behalf of the shipper are incorrect, liquid amages must be paid to the Carrier, in accordance with the applicable Tariff.
(3) All Freight shall be paid without any set-off or counterclaim unless the claim is not in dispremently find out out decision.
(4) If the Merchant fails to pay the Freight when due, he shall be liable for all costs, liquidated dar in accordance with the applicable Tariff and in particular interest which accrues until payme
15 Lien

15. Lien
The Carrier shall have a lien on the Goods and any documents relating thereto for all sums p by the Merchant to the Carrier under this or any other contract and for general average contrib to whomsoever due. The Carrier may exercise his lien at any time and in any place at his societion, whether the contractual Carriage is completed or not. The Carrier is len shall extend it the cost of recovering any sums due. The Carrier shall have the right to sell the Goods at puriate sale without notice to the Merchant. If the proceeds of this sale fail to cover the whole a due, the Carrier is entitled to recover the deficit from the Merchant.

16. Optional Stowage and Deck Cargo
(1) The Goods may be packed by the Carrier in Containers and consolidated with other grondings.

Containers.

(2) Goods, whether or not packed in Containers, may be carried on deck or under deck or notice to the Merchant. All such Goods whether carried on deck or under deck, shall par

notice to the Merchant.

17. Methods and Routes of Carriage

17. Methods and Routes of Carriage

(1) The Carrier may larny time and without notice to the Merchant.

(a) use any means of Carriage or storage whatsoever, including the utilization of railwavehicle or inland river services

vehicle or inland river services (b) transfer the Goods from one conveyance to another, including but not limited to transs or carrying on another vessel or corriveyance or by any other means of transport the

named on page 2
(c) unpack and remove Goods which have been packed into a Container and forward the

(c) unpack and remove Goods written have been packed into a commence that container or otherwise Container or otherwise (d) proceed by any route in his discretion (whether or not the nearest or most direct or cut or advertised route), at any speed, and proceed to or stay at any place or port what once or more often and in any order (e) load or unload the Goods at any place or port (whether or not such port is named on pa the Port of Loading or Port of Discharge) and store the Goods temporarily at any place

the Port of Loading of Port of Distributed and asset are decoded supposed in the American whatsoever, once or more often.

(i) comply with any orders or recommendations given by any government or authority, (2) The liberties set out in this Clause 17 may be invoked by the Carrier for any purpose what whether or not connected with the Carriage of the Goods, including loading or unloading Goods, bunkering, undergoing replans, adjusting instruments, picking up or landing any ( Anything done in accordance with Clause 17 (1) or any delay arising there from shall be to be within the contractual Carriage and shall not be a deviation.

to be within the contractual carriage and sitial not be a deviation.

18. Matters Affecting Performance
If at any time the Carriage is or is likely to be affected by any hindrance, risk, danger, del
cutly or disadvantage of any kind including but not limited to war, civil commotion, politica
privacy, act of terrorism and threat thereof and howsoever arising (even though the circur
giving rise to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the I
contract was entered into or when the Goods were received for the Carriage), then the
(whether or not the Carriage) is commenced) may, at its sole discretion and without prior in

(whether a not the contracted port of discharge or place of delivery, whichever is ap (1) carry the Goods to the contracted port of discharge or place of delivery, whichever is ap by an atternative route to that indicated on page 2 of this Bill of Lading or that which is Goods consigned to that port of discharge or place of delivery and shall be entitled to cha

additional Freight, or (2) suspend the Carriage of the Goods and store them ashore or afloat and endeavor to forw as soon as reasonably possible and shall be entitled to charge such storage costs and a

Freight, or (3) abandon the Carriage of the Goods and place them at the Merchant's disposal at any plan which the Carrier may deem safe and convenient, whereupon the responsibility of the respect of such Goods shall cease. The Merchant shall pay any additional costs of the to, and delivery and storage at, such place or port.

which the Carrier may deem safe and convenient, whereupon the responsibility of the respect of such Goods shall cease. The Merchant shall pay any additional costs of the to, and delivery and storage at, such place or port.

19. Dangerous Goods

(1) No Goods which are or may become dangerous, inflammable or damaging (including ra materials), shall be tendered to the Carrier for Carriage without his express consent in wr without the Container as well as the Goods themselves being distinctly marked on the oas to indicate the nature and character of any such Goods and so as to comply with any a saw, regulations or requirements. If any such Goods are delivered to the Carrier with written consent and/or marking, or if in the opinion of the Carrier the Goods are or a dangerous, inflammable or damaging nature, they may at any time be disposed of, abandoned, or rendered harmless without compensation to the Merchant rargulations and requirements with regard to the nature of the Goods.

(3) Whether or not the Merchant was aware of the nature of the Goods, the Merchant she nify the Carrier against all claims, losses, damages or expenses arising in consequer Carriage of such Goods.

(4) Nothing contained in this clause shall deprive the Carrier of any of his rights provided for e 20. Notification and Delivery

(1) Any failure to give notification of the arrival of the Goods shall not involve the Carrier in ity nor relieve the Merchant fails to do so the Carrier shall be entitled, without notice, the Goods if packed in Comiliants and the continuence of the Goods within the time provided for in the Carrier in the continuence of the Carrier in the continuence of the Goods within the time provided for in the Carrier the super the leading of the Carrier in the Carrier and the continuence of the Goods within the time provided for in the Carrier the super the Leading the Carrier in the Carrier of the Carrier the super the continuence of the Carrier in the Carrier shall be responsible for the costs of such storage, as well as and d

appropriate to LCL Goods (as laid down in the lamf) together with the actual costs in any additional services rendered.

(2) If this is a FCL multiple Bill of Lading (as evidenced by the qualification of the fally ack on page 2 to the effect that it is "One of ... part cargoes in the Container"), then detailed on page 2 are said to comprise part of the contents of the Container indic Carrier is required to deliver the Goods more than one Merchant and fill all or Cardiner is required to deliver the Goods to more than one Merchant and fill all or consists of bulk Goods or inappropriate Goods, or is c mixed or unimarked or unidentifiable, the holders of Bills of Lading relating to Goods Container shall take delivery thereof (including any damaged portion) and bear any such proportions as the Carrier shall in his absolute discretion determine, and such disconsisting the delivery hereunder.

such proportions as the Carmer shall in his absolute usor each make, and south occonstitute due delivery hereunder.

2. General Average & Salvage
General average to be adjusted in any currency at any place selected by the Carrier and the York/Artworp Rules 1974 as amended in 1990 and 1994. Any claims and/or disputo general average shall exclusively subject to the laws and jurisdictions set out in Claus

2.3. Both-to-Blame Collision

The Both-to-Blame Collision clause published by the Baltic and International Maritime obtainable from the Carrier or his agents upon request is hereby incorporated into this Bi

4. Validity.

24. Validity
In the event that anything herein contained is inconsistent with any applicable Internation
tion or national law which cannot be departed from by private contract, the provisions
to the extent of such inconsistency but not further be null and void. Unless otherwise
agreed in writing between the Merchant and the Carrier, the Terms and Conditions or
Lading supersede any prior agreements between Merchant and Garrier.
25. Law and Jurisdiction
Except as otherwise provided specifically herein any claim or dispute arising under this I
shall be governed by the law of the Federal Republic of Germany and determined in it
courts to the exclusion of the jurisdiction of the courts of any other place. In case the Ca
to sue the Merchant the Carrier has also the option to file a suit at the Merchant's place



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B/L-No. HLCUGOT160411185

Cont/Seals/Marks Packages/Description of Goods Weight Measure

BASIC FREIGHT PREPAID

Mainline vessel to be nominated. Intended vessel is CAP SAN RAPHAEL



Bouchard 557, 23rd Floor C1106ABG, Capital Federal Buenos Aires, Argentina. Phone +54 11 4323-1000 Fax +54 11 4334-1177

## Administración Federal de Ingresos Publicos Direccion General de Aduanas

Por la presente, certificamos que los gastos de transporte correspondiente al conocimiento de embarque Número : ----- HLCUGOT160411185 del buque cap san Raphael siguiente detalle:

FLETE MARTIMO	USD	850.00 <b>(P)</b>
PEAJE RIO DE LA PLATA	USD	246.00 <b>(C)</b>
GASTO DE TERMINAL EN DESTINO	USD	400.00 <b>(C)</b>

Observaciones

SEK = SWEDISH KRONA

USD = US DOLLAR

Hapag-Lloyd Argenina S.R.L. A.T.A. 30-70804998-6 JOSE A. LATINA PODER 20-20023686-7



Date of invoice No. 16-04-20

Due date

724047

801050

Our reference Johanna Sontén Customer No.

0000052305 Your reference

0001

Rodolfo Schulzen Your order No.

180316

Consignee

REPAS S.A.

**RECONQUISTA NO 336** FLOOR: 12 OFFICE Y (1335)**BUENOS AIRES** 

**ARGENTINA** 

**Notify address** 

Buyer

**REPAS S.A** RECONQUISTA NO 336

FLOOR: 12 OFFICE Y (1335)BUENOS A

ARGENTI

Customer VAT No..

Terms of delivery **CIP** Destination

Terms of payment

As per agreement

Pre-carriage by

Main carriage by

From

Karlskrona

Lorry

Place of discharge

Final destination

**Buenos Aires** 

Place of loading/reloading

Part number Description Delivered qty Origin HS-code Unit price USD Total amount USD 4812141236 DYNAPAC CC1300C PLUS 1 SE 84294010 40.353.29 40.353,29 Serial No: 10000335AGA017955

Engine Serial No: V2203-7FD5168

Customer Country DU

4812111960 BACK-UP ALARM

4812114254 **BRAKE RELEASE MONT** 

4812113784 COMFORT SEAT 4812114414

ROPS FOLDABLE MODULE 4812113443 **ROT BEACON ROPS** 

4700391099 **SEAT BELT 2 INCH** 

4700395538 DUAL ARMRESTS, OPER. SEAT

4700373513 SLIDEABLE SEAT, SIDEWARDS

4700377133 SPRINKLER TIMER

4812115027 WORKING LIGHT MOUNT

4812113952 STD HYDRAULIC FLUID

4812113524 THROTTLE CONTROL CPL

4812121009 **ENGINE KIT** 

PLATFORM MODULE

PIN PLATE CE MODULE 4700394668 **CE CERTIFICATE** 

4812114503 NOISE DECAL, 105 DB 4812112705 CC1300C

FORWARD-REVERSE CONTROL

**TOOL SET** 

1,00

143,71

143,71

**Sub Total** 

SE

40.497.00

This delivery shall be governed by the applicable terms and condition between the parties. If no such separate agreement exists the terms and conditions of Orgalime S 2000 shall apply. Terms of delivery shall be according to incoterms @ 2010.

Postal Address Box 504 SE-371 23 Karlskrona Visiting address Industrivägen 2

+ 46 455 30 60 00 + 46 455 30 60 10 (Parts) SEB Merchant Banking SE-106 40 Stockholm

Swift ESSESESS

Org No. 556068-6577 VAT No. SE556068657701

**Dynapac Compaction Equipment AB** 

OIS199PF

4812121374 4700394666

> 4812123338 4700358198

JORGE MIGUEL ARM RPODERADO APODERADO

ADU TE DE DNI: 20 25561375

Telephone Telefax + 46 455 30 60 30 Atlas Copco

0002

**ORIGINAL INVOICE** Date of invoice Invoice No.

16-04-20 Due date 724047

801050

Our order No. 0000052305

Page 2(2)

Your reference

Rodolfo Schulzen Your order No.

See below

Part number

Description

Delivered qty Origin HS-code

Unit price USD

Johanna Sontén

Customer No.

Total amount USD

FOB-charges

**CPT-charges** 

Insurance

Total

465,00

350,00

188,00

41.500,00

Payment terms:

specification only.

DIS199PF

Account Current 15 months

Cuenta Corriente 15 ( quince) meses

"Transito Zona Franca la Plata transito monitoreado TRAM"

Please note, this order has a Special Price Agreement approved by Herman Matthyssen. The approved price is valid for this order and machine

SPA reference No: SFT-2016-100

USD account No 5501-82 060 39 IBAN code SE45 5000 0000 0550 1820 6039

## **PACKING INFORMATION**

Package number	Length(m) V	Width(m)	Height(m) Vo	lume(m3)	Net weight(kg)	Gross weight(kg)
57130	2,94	1,45	1,91	8,141	3700,000	3700,000
Total number of p	ackages: 1			8,141	3700,000	3700,000

This delivery shall be governed by the applicable terms and condition between the parties. If no such separate agreement exists the terms and conditions of Orgalime S 2000 shall apply. Terms of delivery shall be according to Incoterms ® 2010.

Postal Address Box 504 SE-371 23 Karlskrona Sweden Visiting address Industrivägen 2

Telephone + 46 455 30 60 00 Telefax + 46 455 30 60 30

+ 46 455 30 60 10 (Parts)

Bank SEB Merchant Banking SE-106 40 Stockholm Swift ESSESESS

Org No. 556068-6577 VAT No. SE556068657701 **Dynapac Compaction** 

Page

1(2)

Atlas Copco

ORIGINAL INVOICE Date of invoice

16-04-20 Due date 724046 Our reference

Johanna Sontén

Your reference

Rodolfo Schulzen

Our order No.

0000052259

Customer No. 801050

Your order No. 160316

Consignee

REPAS S.A.

**RECONQUISTA NO 336** FLOOR: 12 OFFICE Y (1335)**BUENOS AIRES** 

**ARGENTINA** 

Notify address

Buyer

REPAS S.A.

**RECONQUISTA NO.336** 

FLOOR: 12 OFFICE Y (1335)**B**UENOS AIRES

**ARGENTINA** 

Customer VAT No..

Terms of delivery CIP Destination

Pre-carriage by

From

Karlskrona

Terms of payment As per agreement

Main carriage by

Place of loading/reloading

Place of discharge

Final destination

**Buenos Aires** 

Part number Description

Delivered qty Origin HS-code

Unit price USD

Total amount USD

4812141236

OIS199PF

DYNAPAC CC1300C PLUS

1 SE

84294010

40.353,29

40.353,29

Serial No: 10000335EGA017913 Engine Serial No: V2203 7FD5565

Customer Country AR

BACK-UP ALARM

4812111960 4812114254

**BRAKE RELEASE MONT** 

4812113784 4812114414 COMFORT SEAT ROPS FOLDABLE MODULE

4812113443

**ROT BEACON ROPS** 

4700391099

SEAT BELT 2 INCH

4700395538 4700373513 **DUAL ARMRESTS, OPER. SEAT** SLIDEABLE SEAT, SIDEWARDS

4700377133

SPRINKLER TIMER

4812115027

**WORKING LIGHT MOUNT** 

4812113952

STD HYDRAULIC FLUID

4812113524 4812121009 THROTTLE CONTROL CPL

4812121374

**ENGINE KIT** 

4700394666

PLATFORM MODULE PIN PLATE CE MODULE

4700394668

CE CERTIFICATE

4812114503

4812112705

CC1300C

4812123338

NOISE DECAL, 105 DB

FORWARD-REVERSE CONTROL

CE-Certificate Y Manual Language ES

4700358198

**TOOL SET** 

1.00 SF

143,71

143,71

Sub Total

40.497,00

DESRACHANTE DE ADUAN

DNI: 20-25581375-9 This delivery shall be governed by the applicable terms and condition between the parties. If no such separate agreement exists the terms and conditions of Orgalime S 2000 shall apply. Terms of delivery shall be according to Incoterms ® 2010.

Box 504 SE-371 23 Karlskrona

Industrivägen 2

+ 46 455 30 60 00 Telefax + 46 455 30 60 30 + 46 455 30 60 10 (Parts) Bank SEB Merchant Banking SE-106 40 Stockholm Swift ESSESESS

Org No. 556068-6577 VAT No. SE556068657701

**Dynapac Compaction Equipment AB** 

Postal Address Visiting address Telephone

AFODERADO 20.20831274.0 Atlas Copco

0004

ORIGINAL INVOICE Date of invoice Invoice No.

16-04-20

724046

Our order No.

0000052259

Your reference

Rodolfo Schulzen

Your order No.

Due date

Johanna Sontén

Customer No.

801050

See below

Part number

Description

Delivered gty Origin

HS-code

Unit price USD

Total amount USD

**FOB-charges** 

**CPT-charges** 

Insurance

Total

350,00

465,00

Page

2(2)

188,00

41.500,00

Payment terms:

Account Current 15 months

Cuenta Corriente 15 ( quince) meses

"Transito Zona Franca la Plata transito monitoreado TRAM"

Please note, this order has a Special Price Agreement approved by Herman Matthyssen.

The approved price is valid for this order and machine specification only.

SPA reference No: SFT-2016-082

USD account No 5501-82 060 39 IBAN code SE45 5000 0000 0550 1820 6039

## **PACKING INFORMATION**

Package number Length(m) Width(m) Height(m) Volume(m3) Net weight(kg) Gross weight(kg) 57129 2.94 1,91 1,45 8,141 3700,000 3700,000 Total number of packages: 8,141 3700,000 3700.000

ESPACHANTE DE ADUAN

This delivery shall be governed by the applicable terms and condition between the parties. If no such separate agreement exists the terms and conditions of Orgalime S 2000 shall apply. Terms of delivery shall be according to Incoterms ® 2010.

Postal Address Box 504 SE-371 23 Karlskrona Sweden Visiting address Industrivägen 2

Telephone + 46 455 30 60 00 Telefax + 46 455 30 60 30

+ 46 455 30 60 10 (Parts)

Bank Merchant Banking SE-106 40 Stockholm

Swift ESSESESS

Org No. 556068-6577 VAT No. SE556068657701 **Dynapac Compaction** guipment/AB

	alida de zona	PRIMARIA	aduanei	RA_	
AFIP BS.AS. (CAPITAL)		5-06-2016	10:15:54	NUMERO 0570195818	5
REPAS S A IMPORTADOR/EXPORTADOR		<sup>Ď</sup> <b>₩Û%ĤŸ</b> TE <b>VŶĒĊĦ</b>	gr <sup>tr</sup> eduardo/	202556137	59 C.U.I.T. №
	260011204025755Ty			GEHAMHLCUGOT1654TP1	85 <sup>TRA</sup> 16001MAN101604
E LEVELWENT OF ESTA 94 MEXICATIONS		TOTAL BULTOS	7°-40°0,000	057	DEPOSITO
Ö/	datos del vehiculo		OMINIO		
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<u>a</u>		CONDUCTOR		William Control of the Control of th	
CARLETTI NOMBRE Y APELLIDO	DAOL No DOCUMENT		D.	DTWELISAND	SCHOSCIA
	datos del Portador			DEPOSITO DE	DESTINO
NOMBRE Y APELVIDO		TIPO Y Nº DOCUMENTO			7
Alexis Giampetruzzi					

ALEXIV CTAMP I NULLI

25-36 | 53782-5 FIRMA CONDUCTOR/PORTADOR

ESTE CERTIFICADO SERV EXHIBIDO A LAS AUTORIDADES DE CONTROL QUE LO REQUIERAN PARA ACREDITAR LA PROCEDENCIA DE LAS MERCADERIAS TRANSPORTADAS. ANTE CUALQUIER DUDA PODRA REQUERIRSE FAX:

ADVERTIFICIÁS: I) En casó de ser necesaria la sustitución del vehículo automotor se recomienda dar aviso a la autoridad policial más próxima. II) Subrégimen tránsito de importación: En caso de siniestro que impida la prosecución del transporte de la mercadería se debeá dar aviso de inflediato al servicio aduanero o cuando la distancia impida su rápida intervención, la autoridad policial más próxima a cuyo cargo quedará el vehículo automotor y la mercadería hasta que tome intervención dicho servicio.

8 IRMA Y SELLO ACLARATORIO A.F.I.P./D.G.A.

9 PERSONAL MENTE A LA ADUANA ENISORA.

ADVENTANCIAS: I) En casó de siniestro que impida la prosecución del transporte de la mercadería

8 of the control of the control