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□ ZONA FRANCA LA PLATA (ENSENADA) DEPOSITO LOGISTICA INTEGRAL ZONA FRANÇA (COD:20021)

RUTA Nº 3 SE SOLICITA EL TRANSITO DE IMPORTACION DESDE TERMINAL SUR DESTINO FINAL ZONA FRANCA LA PLATA (ENSENADA) DEPOSITO LOGISTICA INTEGRAL ZONA FRANCA (COD:20021)

PLAZO PARA FINALIZAR EL TRANSITO......1.....(DIA)

NOTA: CUANDO UN HECHO IMPIDA LA PROSECUCION DEL MEDIO TRANSPORTADOR Y LA MERCADERIA, EL CONDUCTOR DARA AVISO DE INMEDIATO A LA ADUANA DE LA JURISDICCION Y/O A LA AUTORIDAD POLICIAL MAS CERCANA, BAJO CUYA VIGILANCIA QUEDARA EL MEDIO TRANSPORTADOR Y LA MERCADERIA HASTA QUE TOME INTERVENCION LA AUTORIDAD ADUANERA.

CERTIFICO EL COMPROMISO DE CUMPLIR CON LAS RUTAS ESTABLECIDAS EN ESTA HOJA.

GRAMMAR LOGISTIC S.R.L. Agente Transporte Aduanero REG. Nº 30-71491989-6

AGUIRRE MARIO ABEL QUIT 20-17806326-0

APODERADO

Shipper/Exporter (complete name and address) Bill of Lading No. Zhejiang Iceshare Refrigerating Appliance Co., Ltd. Add:No.776 Changhong E.st. Economic Development FDSHSE1512130 Zone, Deging, Zhejiang, China Tel:+86-572-8232252 Consignee (complete name and address) ANDRES MORETTI E HIJOS S.A SHANGHAI FEIDA SHIPPING LOGISTICS CO, LTD **CARLOS CALVO 2740 BUENOS AIRES ARGENTINA BILL OF LADING** CUIT:30-61577338-3 AT:MR.DIEGO SUAREZ TARRAE RECEIVED in apparent good order and condition except as otherwise noted Thetify party (1909pleto name and address) the total number of containers or other packages or units enumerated below for SAME AS CONSIGNEE transportation from the place of receipt to the place of delivery subject to the terms hereof. One of the signed Bills of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order. On persentation of this document (duly endorsed) to the Delivery Agent: by the Holder the rights and liacilities arising in accordance with the terms here of shall (without prejudice to any rule of common law or statute rendering them binding on the Merchant) become bindling in all respects between the Carrier and the Holder as though the contract evidenced Place of receipt Port of loading hereby had been made between them. IN WITNESS Where of this number of original Bills of Lading stated **SHANGHAI** below all of tenor and date one of which being accomplis hed the others to stand Vessel name Voyage MAERSK LIRQUEN V.552W Port of discharge Place of delivery Final destination (for the Merchant's reference) **BUENOS AIRES, ARGENTINA BUENOS AIRES, ARGENTINA** PARTICULARS FURNISHED BY SHIPPER MKS & NOS /CONTAINER NOS NO. OF PKGS. DESCRIPTION OF PACKAGES AND GOODS GROSS WEIGHT MEASUREMENT CY-CY "SHIPPER'S LOAD, STOW, COUNT, WEIGHT & SEALY" 8,000.0000 KGS 50.3400 CBM 1×40GP SAID TO CONTAIN: 200 UNITS ICE MAKING MACHINE CUBE-25 MOFU0744569/CN5837543/1×40'GP N.C.M. 8418.69.99.100U N/M TRANSITO MONITOREADO A LA PLATA ON BOARD DATE: 29 DEC,2015 FREIGHT COLLECT SAY TOTAL: TWO HUNDRED UNITS ONLY Total number of packages: Freight and charges: Prepaid FOR DELIVERY OF GOODS PLEASE APPLY TI: Collect USD600.00 **NAVICON ARGENTINA SA** O/F CUIT: 30-59320238-7 LAVALLE 482 1ST FLOOR. C1047AAJ. BUENOS AIRES, ARGENTINA TEL (54-11)5288-1600 FAX:(54-11)5288-1604 Prepaid at Payable at DESTINATION Number of Original B(S)/L Shipper - Reference

PLACE OF ISSUE: SHENZHEN,CHINA

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SHANGHAI FEIDA INTERNATIONAL LOGISTICS CO, LTD

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1 DEFINITIONS

"Carriage" means the whole or any part of the operations and services of whatscever nature understaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this bill of lading including but not limited to the loading, transport, unleading, storage, warehousing and handling of the goods.

"Carrier" means Röhlig Transporte y Logistica S.A. on whose behalf this bill of lading

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"COGA" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.

approved on 16th April 1956.

Combined Trasport "arises where an address (and not just the name of a Port) is indicated as the Place of Recaipt and/or the Place of Delivery on the face of this bill of lading in the relevant spaces.

Consignee" means the party named as Consignee on the face of this bill of lading in

Indicated as the Head of receipt and/or the Piace of Derevey on the race of this bill of lading in the relevant spaces.

It is a party in the party named as Consignee on the face of this bill of lading in the relevant space.

Consolidation includes stuffing, packing, loading or securing of Goods on or within Containers and Consolidate shall be construed accordingly.

Consolidation includes stuffing, packing, loading or securing of Goods on or within Containers and Consolidate shall be construed accordingly.

Container includes any container (including but not limited to open top containers), trailer transportable tank, platform, fit van, flat, pallet or any similar article of transport for the care of the party of the container and the party of the care of the party of the care of the party of the care of the party of the care of the party of the care of the party of the party of the party of the care of the party of the care of the party o

vices.

Vices: and Conditions' means all terms, rights, defences, provisions, conditions, exceptions, limitations and liberties herain "Vessel" means any waterborne craft used in the Carriage under this bill of lading including but not limited to a feeder vessel or ocean vessel.

ocean vesses.

2 CARREPS TARIFF
The provisions of the Carner's applicable tariff, if any, are incorporated herein, Particular attendion is drawn to the provisions therein, if any, relating to free storage time and to container and vehicle demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the burden telectric description of the position of the particular and the applicable tariff, this bill of lading shall prevail.

3 WARRANTY
The Nerchant warrants that in agreeing to the Terms and Conditions hereof he is or is the egant of and has the authority of the Person owning or entitled to the possession of the Goods and this bill of lading or any Person who has a present or future interest in the Goods and this bill of lading the goods and the possession of the Goods and this bill of lading the goods and the bill of lading the goods and the possession of the goods and the bill of lading the goods and the possession of the goods and the possession of the goods and the possession of the goods and the possession of the goods and the goods and the possession of the goods and the goods and the goods and the goods and the goods and the goods and the goods and the goods and the goods and the goods and the goods and the goods and goods are goods and goods and goods are goods and goods and goods are goods and goods and goods and goods are goods and goods and goods are goods and goods and goods and goods are goods and goods and goods are goods and goods and goods are goods and goods are goods and goods and goods are goods and goods are goods and goods and goods are goods are goods and goods are goods are goods and goods are goods are goods and goods are goods are goods and goods are goods are goods and goods are goods are goods are goods and goods are go

- The Goods and rise lost of reading.

 1. NEGOTIABILITY AND TITLE TO THE GOODS

 1. This sill of lading shall be non-negotiable unless made out "to order" in which event it shall be negotiable and shall constitute title to the Goods and the Holder shall be entitled to receive or to transfer the Goods herein described.

 2. This bill of lading shall be prima facie evidence of the taking in charge by the Cerrier of the Goods as herein described. However proof to the contrary shall not be admissible when this bill of lading has been negotiated or transferred for valued consideration to a third party acting in good fairs.

admissible when this bill of lading has been negotiated or transferred for valuable consideration to a third party acting in good fait.

5 CERTAIN RIGHTS AND IMMUNITIES FOR THE CARRIER AND OTHER PERSONS
(1) The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage.
(2) The Herchant underfales their no claim or allegation shall be made against any Personal Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage, whether days the claim or allegation shall be made against any Personal Carrier's sevenants or agents any independent contractor and his servaints or agents, and all others by whom the whole or any part of the Carriage, whether directly or indirectly, is procured performed or undertaken, which imposes or attempts to impose upon any such Person or Vessel any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising in contract ballment, torn, negligence, breach of express or implied warranty or otherwise; and if any claim or allegation should therethesis be mentioned the contract of the

breach of express or implied warranty or otherwise.

6. CARRENT & BEENONSIBILITY

(1) PORT TO PORT SHIPMENT

(2) PORT TO PORT SHIPMENT

(3) Where the Carriage is Port to Port, then the liability (if any) of the Carrier for loss or damage to the Goods occurring between the time of loading at the Port of Loading and the time of discharge at the Port of Delivery shall be determined in accordance with any national law making the Hague Rules. Hague-Vitby Rules. COSSA or any other rules compulsorily applicable to this bill of lading or in any other case in accordance with the Hague Rules. Article 1-8 inclusive (execluding Article 3 rule 8) only.

(8) The Carrier shall be under no liability whatsever for loss or damage to the Goods of the Cost of

recognitions of any of responsibility, notwithstanding that the loss or damage did not occur also and of responsibility, notwithstanding that the loss or damage did not occur also any of the control occur also are the control occur also are in the service of the control occur also are in the service occur and occur also are in the service occur and occur

heired.

(1) if the Goods are discharged at a Port other than the Port of Discharge or (save in the United Stetes of America) 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 undertaken on the basis that the Terms and Conditions are to apply to such Carriage as if the utilimate destination agreed with the Merchant had been entered on the reverse side of this bill of lading as the Port of Discharge or Place of Delivery.

entered on the ment of the politic pol

(A) Where the stage of Carriage where the loss or damage occurred cannot be proved by the Merchant
(I) The Carrier shall be relieved from liability where such loss or damage was caused by:
(a) an act or emission of the Merchant or Person acting on behalf of the Merchant other than the Carrier, the sensets agent or Sub-Countiestor.

(b) the lack or insufficiency of or defective condition of packing in the case of Goods which, by their nature are liable to wastage or to be damaged when not packed or when not properly packed.

(d) handling, leading, stowage or unloading of the Goods by or on behalf of the Merchant

chant.

chant:

(e) inherent vice of the Goods:
(f) str kes or lock, outs or stoppeges or restreints of lebour from whetsoever causes whether pertied or general;
(g) fire, unless caused by the actual fault or privity of the Carrier; for which the Merchant (h) a ruclear incident.

(i) any cause or event which the Carrier could not avoid as a consequence whereof he could not prevent by the evercise of reasonable diligence.

(2) The burden of proof that the loss or damage was due to one or more of the cause or events specified in this Clause KC2D-yell est dupon to Certific See that if the events of the cause of the Common of the Common of the cause of the case, the loss or damage could be attributed to one or more of the causes or events specified in Clause KC2KA) (I)(c), (d) or (e), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either which or partly by one or more of these causes or events.
(3) Where the stage of Carriage where the loss or damage occurred can be proved by

In the country of the Carrier shall be determined by the provisions contained in any the interchain. The individual of the Carrier shall be determined by the provisions contained in any the country, which provisions:

(a) Cannote depented from by private contract to the detriment of the Merchant, and (b) Would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the perficulties stage of Carriage where the loss or damage occurred and had received as evidence thereof any particular document which must be issued in order to make such international convention or mathematical conductions.

national law appicable.

(2) Where 6(2)(b)(1) above does not apply, any liability of the Carrier shall be determined by 6(1) if the loss or damage occurred during a sea leg or by 6(2)(A) in all

when a second process of the loss or damage decisions and by S(N) if the loss or damage decisions of the loss of t

Goods shall be determined according to the value of the Goods at the place and time of delivery to the Merchant or at the place and time when they should have been to delivered.

(I) Package or Shipping Unit Limitation
(I) Where the Hague Rules, Hague-Meby rules, COGSA or any other rules apply on the Common of the Cognitive of the Cognitive of the Cognitive of the Cognitive of the Cognitive of the Cognitive of the Cognitive of the Cognitive of the Cognitive of the Hague Rules, Articles 1-8 (excluding Article 2, Rule 8) apply pursuant to Clause 60(X6A). Clause 60(X6B) or Clause 60(X

thereatre. Time-bar The Carrier shall be discharged of all illability whatsoever in respect of the Goods unless suit it brought in the proper forum and written notice thereof received by the Carrier (1) within nine months in respect of Combined Transport or (ii) within 1 months in respect of Port-to-Port Shipment after delivery of the Goods or the date when the Goods should have been delivered. In the event that such time period shall be found contrary to any convention or law compulsorily applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

shall be found continuity. Justy convention or law computatively applicable, the period prescribed by such convention or law shall then apply but in that circumstance only.

MISPCHANTS RESPONSIBILITY

The description and particulars of the Goods 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, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.

Ci The Merchant shall comply with all applicable lews, regulations and requirements (including but not limited to any imposed at any time before or during the Carriage to the control of the

S CONTAINERS

(1) Goods may be Consolidated by the Carrier in or on Containers and Goods may be Consolidated with other Goods.

(2) The terms of this bill of lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the

nection with or ensure our consistency of the Carrier or delivered to the supplied before or affect the Goods are received by the Carrier or delivered to the supplied before or other consistency of the Carrier of Carrier

TEMPERATURE CONTROLLED CARGO

The Merchant undertrake not to tender for Carriage any Goods which require temperature controlled an undertrake not to tender for Carriage any Goods which require temperature control without previously giving written notice (and filling in the box on the control of the controlled of the controlled controlled to the controlled controlled controlled to the controlled controlle (2) If

the refrigerated Container in an efficient state.

10 INSPECTION OF GOODS

The Carrier or any Person authorised by the Carrier shall be entitled, but under no obligation, to open and/or scan any Container or package at any time and to inspect the contents, if it appears at any time that the Goods cannot safely or properly be carried, or carried further, either at all or without incurring any additional expense or taking 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 incur any reasonable additional expense to carry or continue the Carriage thereof, and/or to sell or dispose of the Goods ashond to abmodin the Carrier and/or to take the Goods ashon or allow, the Goods and/or to abmodin the Carrier and/or to the Goods ashon or allow, then considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this bill of fading. The Merchant shall indemnify the Carrier against any reasonable additional expense so incurred. The Carrier in exercising the liberties 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.

METHODS AND ROUTE OF TRANSPORTATION The Carrier may at any time and without notice to the Merchant.

The Carrier may at any time and without notice to the Nerchart:
(a) use any means of transport or storage whatsoever;
(b) load or carry the Goods on any Vessel whether named on the front hereof or c) transfer the Goods from one conveyance to another including transitioping or transping the same on a Vessel other than the Vessel named on the front he for the yor by any other means of transport whatsoever and even though transhipping of the Goods may not have been contemplated or provided therein.

or by any other means of transport whatsoure and even insurgin California.

If there are the Goods may not have been contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated or provided for contemplated for not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsower once or more often and in any order.

(a) proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or advertised power of the contemplated point of the stay of the contemplated power of the contemplated power of bit changes (g) comply with any orders or recommendations given by any government or attributive or any Person or body acting or purporting to act as or on behalf of such government or attributive provided for the contemplate of the contemp

or any delay arrang intererroin shall be deemed to be writer the contractical Carriege and shall not be a deviation of whistosever nature or degree.

2 DECK CARGO AND LIVESTOCK

(1) Goods of any description whether containerised or not may be stowed on or under deck without notice to the Merchant unless on the front of this bill of lading it is specifically stipulated the Containers of Goods will be carried under deck and such stowage shall not be a deviation of whatsoever nature or degree if Gerried on deck and such the Carrier shall not be required to most mark or stamp the bill of lading carried to the carrier shall not be required to most mark or stamp the bill of lading carried on the carrier shall not be required to most mark or stamp the bill of lading carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Pulsor or any legislation making such rules COSSA or the Hague-Yisby Rules computerily applicable to this bill of lading to Goods (other than of the Carrier for containers other than open flats or pallets) which are stated on the front of this bill of lading to be carried on deck and which are so carried (and investock, whether or not carried on peck) are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by see or mand waterway whether caused by unseavorthmass or negligence or any other cause whatsoever. The Merchant shall indentify the Committed of the Carrier for the Carrier for the Committed of the Carrier for the Committed of the Carrier for the Carrie

Committee or any committee of the commit

behalf of such government or outhority. This shall amount to due delivery to the Merchant.

(3) Any mention herein of parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation thereunder.

(4) If delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereof. The Carrier shall be entitled and without prejucice to any other rights that he may have against the Herchant without notice to remove from a Container the Goods or that part thereof selhore, affoci, in the open or unner cover at to store the Goods or that part thereof selhore, affoci, in the open or unner cover at payable by the Carrier or any agent or Sub-Contractor of the Carrier shall forthwith upon demand be paid by the Merchant to the Carrier. Such storage shell constitute due delivery hereander, and thereupon the liability of the Carrier in respect of the Goods or that part thereof shell cease.

Goods or that part thereof shall cease.

14 BOTH-TO-BLAHE COLLISION

If the Vessel on which the Goods are carried (the carrying Vessel) comes into collision

if the Vessel on which the Goods are carried (the carrying Vessel) comes into collision

with any other Vessel or object (the non-carrying Vessel or object) as a result of the

negligence of the non-carrying Vessel or object or the owner of, charterer of or Person

nity the Carrier against all claims by or inability to fand any exoense arising therefrom

ny Vessel or Person in respect of any loss of, or damage to, or any claim whatsever of

the Merchant paid or onayable to the Herchant by the non-carrying Vessel or object or

and sat-off, recopped or recovered by such Vessel, object or Person(s) against the Car
rier, the Carrying Vessel or her owners or charterers.

GENERAL AYERAGE
The Carrier may decidere General Average which shall be adjustable according to the York/Antora Rules of 1994 at any place at the option of the Carrier and the Amended Jason Clause as approved by BIMCO is to be considered as incorporated herein and the Herchant shall provide such security as may be required by the Carrier and the Amended Jason Clause are provided by the Carrier and the Amended Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier and the Amended Basin Carrier

herein and the Merchant shall provide such security as they us required by the near in this connection.

(2) Notwithstanding (1) above, the Merchant shall Indemnify the Carrier in respect of any claim (end any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by (3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

security for General Average contributions due to the Merchant.

6 CHARGES

(1) Charges shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paic and non-returnable in any event.

(2) The Charges have been calculated on the basis of particulars furnished by or an behalf of the Merchant. The Carrier shall be entitled to production of the commercial immore for the Goods and the Garrier shall be entitled to production of the commercial nevalue the Goods and the particulars are found by the Carrier to be incornect. Charges charged) and the costs incurred by the Carrier in establishing the correct particulars.

(3) All Charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

(3) An Utagers we see that the Carrier of instructions to collect freight, charges or other expenses from any other person in respect of the transport uncer this bill of lading, the Merchant shall remain responsible for such monies on receipt of evidence of demand and the absence of payment for whetever reason.

17 LIEN

IZ LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier under this contract and for General Average contributions to whomsoever due. The Carrier shall also have a lien against the Merchant on the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other contract. The Carrier may exercise his lien at any time and at any place in his sole discretion, whether the contractual Carriage is completed or not. In any event any lien shall (a) survive the delivery of the Goods and (b) extend to cover the cost of recovering any sums due and for that purpose the Carrier shall have the right to sel the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

18 VARIATION OF THE CONTRACT

No servant or agent of the Corrier shall have power to walve or vary any of the terms hereot unless youth varier or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authorisy of the Carrier to waive or vary.

If any provision in this bill of lading is held to be invalid or unenforceable by any Court
If any provision in this bill of lading is held to be invalid or unenforceable by any Court
or regulatory or self-regulatory agency or body, such invalidity or unenforceability shall
attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this bill of lading contract shall be carried out as if such invalid or
unenforceable provision were not contained herein.

20 JURISDICTION AND LAW

20 JURISOICTION AND LAW
Whenever US COGSA applies, whether by virtue of Carriage of the Goods to or from
the United States of America or otherwise, or losses occur during inland Carriage within the United States of America, this bill of stding is to be governed by United States
law and the United States Federal Court of the Southern District of New York is to have
exclusive jurisoidation to hear all disputes hereunder in all other cases, this bill of lading
shall be governed by and construed in accordance with Bolivian Law and all disputes
arising hereunder shall be determined by the High Court in Santa Cruz de la Sierra to
the accussion of the courts of any other country.



GLOBIMPEX, INC.

2937 South Atlantic Avenue, (Oceans Eight No.204), Daytona Beach Shores, FL 32118, USA
Ph/Fx: 1-407-304 7711

Email: : Jpombo@gbpx.com

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INSTRUCCION	ES: Not author	ized	FECHA/Date: 29-0					
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(Att: Diego Suarez, Tel: 11-4103-4500)			(Att: Diego Suarez, Tel: 11-4103-4500)					
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(1230) Buenos Aires			(1230) Buenos Aires					
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TOTAL FOB	62,000.00

Shipper: Zhejiang Iceshare Refrigerating Appliance Co., Ltd

NO.776 CHANGHONG E.S.T. HI-TECH INDUSTRY PARK, DEQNG, ZHEJIANG, P.R. China

Tel: +86-572-8232252 Fax: +86-572-8232237

E-mail: export@cniceshare.com Website: www.cniceshare.com

TOTAL FOB

62,000.00

ANDRES MORETTI E HIJOS S.A.

VICTOR EL MUNIZADA SOLUTIONAL DE ADUANA SOLUTIONAL SOLUTION

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