

SHIPPER SHAN HAI E-SKY TRANSPORTATION CO., LTD RM902, NEW TOWER, NO.216, SIPING RD, HONGKOU, SHANGHAI, CHINA*		ORIGINAL BILL OF LADING		VOYAGE NUMBER 0JX1HE1MA/0JX1HE1	
CONSIGNEE RAMF LOGISTICS SA DE CV TAJIN 668 COL LETRAN VALLE DEL BENITO JUAREZ CDMX MEXICO RLO180430B68 CHRISTOFER BECERRIL**				BILL OF LADING NUMBER NBXG110566	
NOTIFY PARTY , Carrier not to be responsible for failure to notify SAME AS CONSIGNEE				EXPORT REFERENCES	
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT	
VESSEL CMA CGM OHIO		PORT OF LOADING NINGBO, CHINA		NUMBER OF ORIGINAL BILLS OF LADING THREE (3)	
MARKS AND NOS CONTAINER AND SEALS		DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN		GROSS WEIGHT CARGO	
NO AND KIND OF PACKAGES		PORT OF DISCHARGE LAZARO CARDENAS, MEXICO		TARE	
FINAL PLACE OF DELIVERY* MEXICO CITY, MEXICO		MEASUREMENT		CBM	

TGHU6364964
SEAL K7313138
N/M

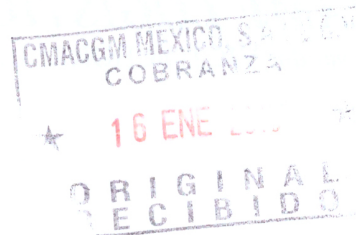
1 x 40HC 356 CARTONS

KGS KGS CBM
6599.200 3890 66.070

ARTICULOS PARA EL HOGAR Y
DE REGALO EN GENERAL
CY TO DOOR BY ALL TRUCK
*TEL:86 21 6521 2101 FAX:86 21
*5101 0804-2101
*TAX ID:91310120088624490X
**55 7920 0100
FREIGHT PREPAID

1 x 40HC
356 CARTONS
SAY THREE HUNDRED FIFTY-SIX CARTONS

Shipped on Board CMA CGM OHIO 03-JAN-2019 CMA CGM Ningbo As
agents for the carrier



Weight in Kgs Total: 1 CONTAINER(S)

Sheet 1 of 2

6599.200

3890

66.070

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

4. Cargo at port is at merchant risk, expenses and responsibility
5. FCL
77. THC at destination payable by consignees as per line/port tariff
134. Terminos de linea / liner terms from ship's tackle to ship's tackle
194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.
202. Demurrage and detention shall be calculated and paid as per general tariff available on the web site www.cma-cgm.com, or in any of CMA CGM agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day.
208. Force majeure and proof thereof. For all purposes of this contract force majeure is defined as an irresistible force that prevents the Carrier from performing its obligations hereunder, including by way of illustration but not limited to, attacks by armed men, assault during carriage, theft, robbery, or any other similar act by third parties. The parties hereto specifically agree that in such cases the Carrier's filing of a

criminal complaint before local authorities will be sufficient evidence to justify force majeure and exonerate the Carrier from any liability.
209. Carrier's liability for inland haulage in Mexico shall always be limited according to the article 10 of the carta porte / Mexican law: "when the freight does not include the additional charge, the liability of the "trucker" is strictly limited to the sum equivalent to 15 days of minimum wage effective in Mexico city per ton. This also applies when the shipment weight is more than 200 kg but less than 1000 kg. And for shipments under 200 kg the liability will be for days of minimum wage per remittance.
215. Whenever receivers do not take delivery of cargo after 50 days from discharging date the shipper is responsible towards the line for all expenses/charges/fees/freights and demurrages that may be incurred for return cargo to the POL.
216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge.
223. Maximum payload to transit across Mexican territories (Carrier and Merchant haulage) shall be as

RECEIVED by the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) 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. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though the contract contained herein or evidenced hereby had been made between them.
All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has his registered office.
In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void.

(OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)

PLACE AND DATE OF ISSUE NINGBO

SIGNED FOR THE CARRIER