

SHIPPER
COPIMEX GROUP CHINA LIMITED
ADDRESS: 8F16,BUILDING 6,NO.108
SOUTH ZIDONG ROAD,NANZHUANG,
CHANCHENG,FOSHAN TEL:0086-757-
82568575 FAX:0086-757-82568225
TAX ID:91440604062124957D

CONSIGNEE
RAMF LOGISTICS SA DE CV
TAJIN 668 COL LETRAN VALLE
DEL BENITO JUAREZ CDMX MEXICO
RLO180430B68
ALFREDO FUENTES
55 7920 0100

NOTIFY PARTY, Carrier not to be responsible for failure to notify
RAMF LOGISTICS SA DE CV
TAJIN 668 COL LETRAN VALLE
DEL BENITO JUAREZ CDMX MEXICO
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55 7920 0100

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
JIAN GONG 828	FOSHAN,CHINA	SHENZHEN	THREE (3)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
ECMU1630470 SEAL K6818662 N/M		MANZANILLO,MEXICO	MEXICO CITY,MEXICO		
MARKS AND NOS CONTAINER AND SEALS	NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN	GROSS WEIGHT CARGO	TARE	MEASUREMENT
1 X 20ST 1154 PACKAGE (S)			KGS 19500.000	KGS 2230	CBM 19.000
GLASS MASAIC					

FREIGHT PREPAID

1 X 20ST
1154 PACKAGE (S)
SAY ONE THOUSAND ONE HUNDRED FIFTY-FOUR
PACKAGE (S)

Shipped on Board JIAN GONG 828 30-SEP-2018

Weight in Kgs Total: 1 CONTAINER(S)

Sheet 1 of 2

19500.000

2230

19.000

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. 204.
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/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	SHENZHEN	30 SEP 2018	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM LIUZHOU as agents for the carrier CMA CGM S. A.
SIGNED FOR THE SHIPPER			
'APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			



**DRAFT
BILL OF LADING**

VOYAGE NUMBER
HUYE6N
BILL OF LADING NUMBER
FSH0187803

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		SHENZHEN	THREE (3)
VESSEL JIAN GONG 828	PORT OF LOADING FOSHAN, CHINA	PORT OF DISCHARGE MANZANILLO, MEXICO	FINAL PLACE OF DELIVERY* MEXICO CITY, MEXICO
MARKS AND NOS CONTAINER AND SEALS	NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN	GROSS WEIGHT CARGO

Sheet 2 of 2

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

per applicable Mexican law / regulations. Any fine, penalty and/or extra cost that may be incurred as a result of not strictly complying with applicable Mexican regulations will be for Merchant account. CMA CGM, its agents, sub-contractors and/or servants shall in no events be liable for the payment of above designated charges	release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above.
225. The shipper acknowledges that the Carrier may carry the goods identified in this bill of lading on the deck of any vessel and in taking remittance of this bill of lading the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms his express acceptance of all the terms and conditions of this bill of lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the goods on the deck of any vessel.	
224. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of	

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