

SHIPPER				<div>DRAFT</div> <div>BILL OF LADING</div>				VOYAGE NUMBER			
GEODIS SWEDEN AB AGENT OF CARGO CONTAINER LINE LTD ROSENLUNDSGATAN 8, PO BOX 7091 TAX ID: SE5560560665								068T6R			
								BILL OF LADING NUMBER			
								GTG0281712			
CONSIGNEE				EXPORT REFERENCES							
GEODIS MEXICO SA DE CV AV. INSURGENTES SUR NO. 1602 TAX. GWM790307NB0 MX MEXICO CMX 03940 PHONE: +52 55 1107 0010				TCT							
				<div>CMA CGM</div>							
NOTIFY PARTY, Carrier not to be responsible for failure to notify				<div>CARRIER:</div> CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenc - 13002 Marseille - France Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95 562 024 422 R.C.S. Marseille							
GEODIS MEXICO SA DE CV AV. INSURGENTES SUR NO. 1602 TAX. GWM790307NB0 MX MEXICO CMX 03940 PHONE: +52 55 1107 0010											
PRE CARRIAGE BY*		PLACE OF RECEIPT*						FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING	
								GOTHENBURG		THREE (3)	
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*					
BEATE		GOTHENBURG		VERACRUZ							
MARKS AND NOS		NO AND KIND		DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN		GROSS WEIGHT CARGO		TARE		MEASUREMENT	
CONTAINER AND SEALS		OF PACKAGES									
BEAU2794015		1 x 20ST		21 PACKAGE(S)		8971.400		2210		25.606	
SEAL 090560				STEEL BELT							
IPCO Mexico				HS CODE: 84313900							
Mexico				PPH GF5020HC UV P15595 BLACK							
SHIPMENT NO: 19645				PC/ASA FS9 PASUV4 P15252							
polykemi				STORMGREY							
polykemi				PUMPS							
XYLEM WATER				HS CODE: 84137021							
SOLUTIONS											
MEXICO S DE											
RL DE CV AV.CIRCUITO											
EL MARQUES NTE											
21-A PARQUE											
INDUSTRIAL											
EL MARQUES											
CP 76246, QUERETARO											
MEXICO											
HECHE EN SUECIA											
				FREIGHT PREPAID							
Sheet 1 of 2											
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.											
ADDITIONAL CLAUSES											
4. Cargo at port is at merchant risk, expenses and responsibility						shipments under 200 kg the liability will be for days of minimum wage per remittance.					
5. FCL						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.					
77. THC at destination payable by Merchant as per line/port tariff						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.					
134. Terminos de linea / liner terms from ship's tackle to ship's tackle						223. Maximum payload to transit across Mexican territories (Carrier and Merchant haulage) shall be as 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 designed charges					
194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.						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					
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.											
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											
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		GOTHENBURG		09 OCT 2020		SIGNED FOR THE CARRIER CMA CGM S.A.					
SIGNED FOR THE SHIPPER						BY CMACGM Sweden					
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED						as agents for the carrier CMA CGM S. A.					
TRANSPORT BILL OF LADING											



# DRAFT BILL OF LADING

VOYAGE NUMBER
068T6R
BILL OF LADING NUMBER
GTG0281712

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING		
				GOTHENBURG		THREE (3)		
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
BEATE		GOTHENBURG		VERACRUZ				
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				GROSS WEIGHT CARGO	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES							

Shipped on Board BEATE 09-OCT-2020 CMACGM Sweden As agents for  
the Carrier



Weight in Kgs Total: 1 CONTAINER(S)

Sheet 2 of 2

8971.400

2210

25.606

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

LOGISTICA PORTUARIA DE VERACRUZ, S.A. DE C.V.  
Av. Independencia No. 762 1er Piso  
Zona Centro, C.P. 91700 H. Veracruz, Ver

## ADDITIONAL CLAUSES

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.

274. 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 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.

343. In the event that this Bill of Lading is a Paperless Bill of Lading, it shall be governed by the Terms and Conditions available on the CMA CGM website (<http://www.cma-cgm.com/products-services/shipping-guide/bl-clauses>) which the Merchant has read and accepted. The delivery of the cargo carried under a Paperless Bill of Lading shall be made to the Consignee after the Paperless Bill of Lading

has been surrendered to the Carrier on the eBusiness platform and after payment of any outstanding Freight and charges.

358. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the carrier shall have no liability whatsoever for any loss or damage resulting thereof

PLACE AND DATE OF ISSUE

GOTHENBURG

09 OCT 2020

SIGNED FOR THE CARRIER CMA CGM S.A.  
BY CMACGM Sweden  
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