


SHIPPER
SERV MIN ENERGY PHOENIX MINIMG LTDA EBRO 2740 OF 704 LAS CONDES SANTIAGO CHILE
CONSIGNEE
ACERIAS NACIONALES DEL ECUADOR S A AV.LAS ESCLUSAS SOLAR 9 PRIMER PAJASE 12C MZ 2009 GUASMO CENTRAL GUAYAQUIL ECUADOR RUC NO EC0990001340001
NOTIFY PARTY, Carrier not to be responsible for failure to notify
SERV MIN ENERGY PHOENIX MINIMG LTDA EBRO 2740 OF 704 LAS CONDES SANTIAGO CHILE

VOYAGE NUMBER	096GIN
BILL OF LADING NUMBER	SNG0197842

COPY NOT NEGOTIABLE
BILL OF LADING



CARRIER: CMA CGM - Société Anonyme au capital de 175 000 000 euros
Head Office: 4, quai d'Arenc - 13002 Marseille - France
Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95
B 562 024 422 R.C.S. Marseille

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		SANTIAGO	ZERO (0)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
STADT JENA	SAN ANTONIO	GUAYAQUIL	

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	TARE	MEASUREMENT
			CARGO		
			KGS	KGS	CBM
DVUR1573822 SEAL CMACGMF0403575 SEAL F0403575	1 x 20ST	1 LOTS STEEL SCRAP HMS1 HMS2 MIX 80/20CHATARRA	27420.000	2340	25.000
CMAU1472372 SEAL CMACGMF0403530 SEAL F0403530	1 x 20ST	1 LOTS STEEL SCRAP HMS1 HMS2 MIX 80/20CHATARRA	22810.000	2230	25.000
ECMU1399757 SEAL CMACGMF0403594 SEAL F0403594	1 x 20ST	1 LOTS STEEL SCRAP HMS1 HMS2 MIX 80/20CHATARRA	25490.000	2230	25.000
TGHU1741427 SEAL CMACGMF0364645 SEAL F0364645	1 x 20ST	1 LOTS STEEL SCRAP HMS1 HMS2 MIX 80/20CHATARRA	26030.000	2230	25.000
"DUE TO NATURE OF THE CARGO; CARRIER RESERVES Continued on Next Sheet 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 5. FCL 77. THC at destination payable by consignees as per line/port tariff 143. Shipper must ensure they are paid for their cargo prior to the beginning of the voyage. Shipper and any party to this bill of lading are advised that according to destination country law and practice the Carrier has absolutely no control on cargo once discharged. Cargo is delivered through customs to receiver. This may be done without surrendering original bill of lading to ship agent. In such case, the Carrier will not be responsible for any claim due to delivery of cargo without original bill of lading. 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.	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. 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. 274. The Merchant is responsible for returning any empty container, with interior clean 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

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	GUAYAQUIL	28 FEB 2016	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Chile S.A. 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			



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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
			KGS	KGS	CBM

FULL RIGHT TO RECOVER ALL REPAIR COSTS FROM
CONSIGNEE"

FREIGHT PREPAID

PREPAID CHARGES:

BASIC FREIGHT: USD 280.00
 BUNKER SURCHARGE NOS: USD 92.00
 TERMINAL HANDL. CH DESTINATIO: USD 660.00
 TERMINAL HANDL CH ORIGIN: USD 340.00
 OCEAN CARRIER-INTL SHIP & PORT: USD 48.00

COLLECT CHARGES:

CONTAINER INSURANCE SURCHARGE: USD 100.00

Shipped on Board STADT JENA 28-FEB-2016 CMA CGM Chile S.A. As
agents for the Carrier

Weight in Kgs Total: 4 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 2 101750.000 9030 100.000
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

container indemnity as referred above.

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