



**LOS ANGELES AREA**  
CHAMBER OF COMMERCE

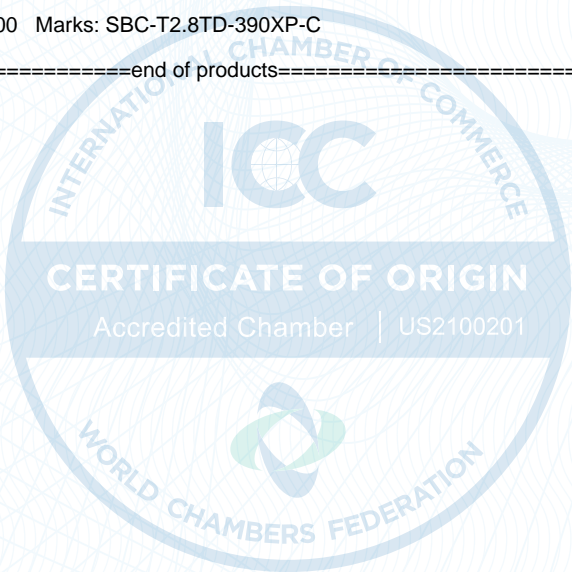
# CERTIFICATE OF ORIGIN ORIGINAL

TO VALIDATE, GO TO [VERIFY.FTGS.US](http://VERIFY.FTGS.US) Certificate Number : **LA-COO-72142-69b04fa893039**  
Date : **March 10, 2026**

<b>Seller (Exporter)</b> M2K 3301 West MacArthur Boulevard Santa Ana California 92704 United States	<b>Transport Type</b> Vessel	<b>Port of Loading</b> Everglades
	<b>Destination Country</b> Peru	<b>Destination Port</b> Callao
	<b>Export Date</b> 2026-03-07	<b>Exporting Carrier</b> Warnow Beluga 6009
<b>Consignee</b> Flamtech Parcela 6 Sublote B-2 Lote 9 AV Los Eucaliptos Esq. Av Las Poncias Urin Peru	<b>Import Permit Number</b> *****	<b>Bill of Lading / AWB</b> LAXS00328957
	<b>Owner or Agent</b> EMO Trans	<b>Forwarding Agent</b> EMO Trans
	<b>Remarks</b> Consignor reference: 26-3089	



Description (May include notes on Quantity, Item Number, Marks and Numbers, Kind of Packages.)	Weight	Country of Origin
<b>Alternator</b> H.S.Code: 8511500000 Marks: SBC-T2.8TD-390XP-C -----end of products-----	705.8 KG	United States



Name of Authorized Trade Association




Authorized Signature *Farhad Ghorbani Fard*

The Applicant (or the Applicant on behalf of the Consignor), by utilizing this document, certifies that:

- The above-mentioned goods originate in the country(ies) specified above and comply with the rules of origin applicable in the country(ies) to those goods.
- The information in this certificate and in any documents provided to the Los Angeles Area Chamber of Commerce ("LAACC") is accurate, true and complete.
- The Applicant undertakes to advise LAACC and any other person(s) to whom the applicant provides this Certificate (or to whom the Certificate is provided to with the knowledge of the Applicant) promptly in writing of any inaccuracy, omission or change in such information, or in the origin of goods.
- The Applicant will maintain, and present upon request, such documentation as is necessary to verify the truth, accuracy and completeness of this certificate and accompanying documents.
- In consideration for the LAACC's issuance of this Certificate, the Applicant agrees to release, discharge and hold harmless LAACC from any liability in connection with the issuance of this certificate and to indemnify LAACC in respect of any costs and/or claims made against LAACC in connection herewith.
- The Applicant is authorized to give the undertakings set out herein.

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3301 W MacArthur Blvd  
Santa Ana, CA 92704

Phone: (949) 333-3800  
Fax: (949) 333-3804  
Email: accounts@m2kinc.com  
FIN: 38-3737502

# Invoice

Invoice #	26-3089
Date	2/3/2026
Terms	
Rep	

<b>Bill To</b>
NAFFCO FZCO PO Box 262169 Jebel Ali Free Zone Dubai UAE Email: purchase-ft1@naffco.com

<b>Ship To</b>
Flamtech Parcela 6 Sublote B-2 Lote 9 Av. Los Eucaliptos Esq.Av Las Poncias Lurin. Lima-Per +51 972132124

<b>Reference</b>	<b>Incoterms</b>	
po# 88188	EXW California, USA	
<b>Packages</b>	<b>Courrier</b>	<b>Waybill Number</b>
2 Pallets		

Line	Part Number	Description	QTY	Unit Price	Line Total
1	SBC-T2.8TD-390XP-C	390 Amp high-output alternator for Toyota 1GD-FTV (2.8L turbo diesel) engine with a clutch  HS Code: 8511.50.0000 Country of Origin: USA  Subtotal	80	1,560.00	124,800.00    124,800.00

**Total \$124,800.00**



**Bill of Lading NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER**



SHIPPER / EXPORTER (2) (COMPLETE NAME AND ADDRESS) M2K, INC. 3301 W MACARTHUR BLVD. SANTA ANA CA 92704 UNITED STATES EIN 38-373750200		BILL OF LADING NO (5) LAXS00328957	<b>EXPRESS</b> <b>FMC NO. 024335</b> EXPRESS BILL OF LADING
		EXPORTER REFERENCES (6)	
CONSIGNEE (3) (COMPLETE NAME AND ADDRESS) FLAMTECH PARCELA 6 SUBLOTE B-2 LOTE 9 AV LOS EUCALIPTOS ESQ. AV LAS PONCIAS LURIN LIMA 15047 PERU  TEL: +51 972 132 124 EIN:		FORWARDING AGENT REFERENCES (7) EMO TRANS, INC - LAX AS AGENT FOR EM LINES 19600 S WILMINGTON AVE CARSON CA 90746 UNITED STATES	
		POINT AND COUNTRY ORIGIN (8) United States	
NOTIFY PARTY (4) (COMPLETE NAME AND ADDRESS) SAME AS CONSIGNEE		DOCUMENT PRESENTATION (9) EMO LOGISTICS PERU S.A.C. CALLE LUIS ARIAS SCHEREIBER 225 INT. 204 MIRAFLORES LIMA 15048 PERU PE:RUC 20604081964 Phone: +51 1 6345070 Fax:	
PRE-CARRIAGE VESSEL (11) VESSEL (13) WARNOW BELUGA / 6009	PLACE OF RECEIPT (12) LOS ANGELES, UNITED STATES	INTERNAL REFERENCE (10) S2602S00328957	
PORT OF DISCHARGE (15) CALLAO, PERU	PLACE OF DELIVERY (16) CALLAO, PERU	Conso1 Ref: C2602S00261133 NO. OF ORIGINALS: (ZERO) NO. OF COPY BILLS: (ONE)	
PARTICULARS FURNISHED BY SHIPPER			

MARKS & NOS / CONTAINER(S) NOS.(17)	NO. OF PKGS. (18)	(19) DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT (20)	MEASUREMENT (21)
AS ADDR  Container Seals KOSU4964929 - 2 PLT 705.8 KG	2 Pallet(s)  Type 40HC GEN ALTERNATORS	2 Pallet(s) ALTERNATORS  weight 705.8 KG  Volume 3.021 M3  Packages 2 PLT  Mode CFS/CFS	705.8 KG	3.021 M3
TOTAL NUMBER OF PKGS. TWO PALLET(S)		ITN: X20260216717345 INCOTERM: CIF SHIPPED ON BOARD 07-Mar-26		

DECLARED VALUE (\$) SEE CLAUSE 20 ON REVERSE SIDE		RECEIVED FOR SHIPMENT from the MERCHANT in apparent good order and condition unless otherwise stated herein, the GOODS mentioned above to be transported as provided herein, by any mode of transport for all or any part of the carriage, SUBJECT TO ALL THE TERMS AND CONDITIONS appearing on the face and back hereof and in the CARRIER'S applicable Tariff, to which the Merchant agrees by accepting this BILL OF LADING.	
CHARGES, INCLUDING FREIGHT		FREIGHT PREPAID	
	RATE	PREPAID	COLLECT
WHERE APPLICABLE LAW REQUIRES AND NOT OTHERWISE, one original BILL OF LADING must be surrendered, duly endorsed, in exchange for the GOODS or CONTAINER(S) or other PACKAGE(S), the others to stand void If a 'Non-Negotiable' BILL OF LADING is issued, neither an original nor a copy need be surrendered in exchange for delivery unless applicable law so requires.		EM-Lines Ltd is not a shipowner or operator, nor is it a road hauler. It will arrange and procure the movement and carriage of the goods hereinafter mentioned by making use of the services of sub-contractors.	
BY		EMO TRANS, INC - LAX	
AS AGENT FOR THE CARRIER		ISSUE DATE 07-Mar-26	



*[Handwritten signature]*

LA-C00-72142-69b04fa893039/March 10, 2026

**BILL OF LADING FOR PORT-TO-PORT SHIPMENT OR FOR COMBINED TRANSPORT DEFINITIONS**

"Merchant" means and includes the Shipper, the Consignor, the Holder of this Bill of Lading, the Receiver and the Owner of the Goods.  
"Carrier" means the issuer of this Bill of Lading as named on the face of it.  
"Hague Rules" means the provisions of the International Convention for Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924.  
"Hague-Visby Rules" means the Hague Rules as amended by the Protocol signed at Brussels on 23rd February 1968.  
"Hamburg Rules" means the provisions of the United Nations Convention on the Carriage of Goods by Sea 1978.  
"COGSA 1991" means the Carriage of Goods by Sea Act 1991 of Australia dated 1st November 1991.  
"COGSA 1978" means the Carriage of Goods by Sea Act of the United Kingdom dated 8th April 1978 and also includes the provisions of the Act dated 16th July 1992.  
"COGSA 1936" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.  
"COGWA 1993" means the Carriage of Goods by Water Act of Canada dated May 6th 1993.  
"SDRS" means Special Drawing Rights as defined by the International Monetary Fund.  
"Container" includes any type of Container, Trailer, Flat or Unit Load Device. "Person" includes an individual, a firm and a body corporate.

**1. APPLICABLE CONDITIONS**

The provisions set out and referred to in this document shall apply if the transport as described on the face of the Bill of Lading is Port to Port or Combined Transport.

**2. CARRIER'S TARIFF**

The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier at <http://www.emtrans-global.com/resources-tools/forms> or, where applicable, from a government body to whom the Tariff has been filed in the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

**3. WARRANTY**

The Merchant warrants that in agreeing to the terms hereof he is the agent and has the authority of the person owning or entitled to the possession of the Goods or any person who has a personal interest in the Goods.

**4. NEGOTIABILITY AND TITLE TO THE GOODS**

(1) This Bill of Lading shall be non-negotiable unless made "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 Carrier 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 valuable consideration to a third party acting in good faith.

**5. ISSUANCE OF THIS BILL OF LADING**

By issuance of this Bill of Lading the Carrier assumes liability as set out in these Conditions and:  
(1) For Port to Port or Combined Transport, Carrier undertakes to perform and/or in-house name to procure the performance of the entire transport from the place at which the Goods are taken in charge to the place designated for delivery in this Bill of Lading.  
(2) For the purposes and subject to the provisions of this Bill of Lading, the Carrier shall be responsible for the acts and omissions of any person of whose services it makes use for the performance of the Contract evidenced by this Bill of Lading, but see clause 26 below.

(3) When issued on Port to Port Basis, the responsibility of the Carrier is limited to that part of the Carriage from and/or loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other services during any other part of the Carriage, even though charges for the whole Carriage have been charged by the Carrier. The Merchant considers the Carrier as to enter into contracts on behalf of the Merchant's goods with others for transport, storage, handling or any other services in respect of the Goods prior to loading and subsequent to discharge of the Goods from the vessel without responsibility for any act or omission whatsoever on the part of the Carrier or others and the Carrier may as such agent enter into contract with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

**6. DANGEROUS GOODS IDENTIFICATION**

(1) The Merchant shall comply with the rules which are mandatory according to the laws of countries where transport is conducted and/or by reason of International Convention, relating to the carriage of Goods of a dangerous nature, and shall in any case inform the Carrier in writing of the exact nature of the danger, before Goods of a dangerous nature are tendered to the carrier and that all characteristics of such Goods are indicated to Carrier, and if need be, the precautions to be taken by Carrier for the safe transport of such Goods.  
(2) If the Merchant fails to provide such information and the Carrier is unaware of the dangerous nature of the Goods and the necessary precautions to be taken and if, at any time, they are deemed to be a hazard to life or property, they may at any place be unloaded, destroyed or rendered harmless, and the Merchant shall be liable for all loss, damage, delay or expenses arising out of their being tendered to Carrier for their carriage, or of any other services in respect of the Goods.

(3) If any Goods shipped with the knowledge of the Carrier as their dangerous nature shall become a danger to the vessel, vehicle, cargo, they may in like manner be unloaded or landed, or destroyed or rendered harmless, in accordance with the Carrier, without liability on the part of the Carrier, except General Average. Merchant shall be liable for all loss, damage, delay or expenses arising out of their Goods being tendered to Carrier for their carriage, or of any services incidental thereto.

**7. DESCRIPTION OF GOODS AND MERCHANT'S PACKING**

(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy at the time the Goods were tendered to the Carrier, of the description of the Goods, marks, numbers, quantity, weight and/or volume as furnished by Carrier, and the Merchant shall defend, indemnify and hold harmless the Carrier against all claims, damage and expenses resulting from inaccuracies in any of the above particulars. The right of the Carrier to such obligation from the Merchant shall in no way limit his responsibility and liability under this Bill of Lading to any person other than the Merchant.  
(2) Without prejudice to clause 8 (A) (2) (c), the Merchant shall be liable for any loss, damage or injury caused by faulty or insufficient packing of Goods or by faulty loading, packing, unloading, securing, stowage, handling, lashing, lashing or loading or packing has been performed by the Merchant or on behalf of the Merchant by a person other than the Carrier, or by defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant and shall defend, indemnify and hold harmless the Carrier from any additional expense or damage incurred by the Carrier.  
(3) It is agreed that superficial rust, oxidation, or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods and acceptance of the Goods in apparent good order and condition is deemed to be a representation that such conditions of rust, oxidation or the like did not exist on receipt.  
(4) (a) The Merchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container stuffed by or on behalf of the Merchant further undertakes that the Goods have been properly stuffed in the Container and that its thermostat controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods by such non-compliance.  
(b) The Carrier shall not be liable for loss of or damage to the Goods arising from latent defects, derangement, breakdown, stoppage of the temperature controlling machinery, plant insulation or any apparatus of the Containers, provided that the Carrier shall before or at the beginning of the transport exercise due diligence to maintain the temperature controlled Container in an efficient state.

**8. EXTENT OF LIABILITY**

A. (1) The Carrier shall be liable for loss or damage to the Goods occurring during the time when Carrier receives, he is held liable to his charge and the time of delivery.  
(2) The Carrier shall not be liable for loss or damage if any loss or damage is caused by:  
(a) an act or omission of the Merchant, or person other than the Carrier acting on behalf of the Merchant, or the Carrier's employees in the course of their charge;  
(b) insufficiency or defective condition of the packaging or marks and/or numbering;  
(c) handling, loading, storage or unloading of the Goods by the Merchant or any person acting on behalf of the Merchant;  
(d) inherent vice of the Goods;  
(e) strike, lockout, stoppage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable diligence;  
(f) a nuclear incident or the operator of a nuclear installation or a person acting for him is liable for this damage under an applicable International Convention or National Law governing liability in respect of nuclear energy; and  
(g) any cause or event which the Carrier could not avoid by the exercise of reasonable diligence.  
(3) The burden of proving that the loss or damage was due to one or more of the above causes or events shall rest upon the Merchant. When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one or more of the causes and events specified in (a) to (g) above, it shall be presumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of these causes or events.  
B. When in accordance with Clause 8 (A) (1) the Carrier is liable to pay compensation with respect to loss or damage and the stage of transport where loss or damage occurred is known, the liability of the Carrier in respect of such loss or damage shall be determined by the provisions contained in any International Convention or National Law, which provisions:  
(a) cannot be departed from by private contract, to the detriment of the claimant,

(b) would have applied if the claimant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and received as evidence thereof any particular document which must be issued in order to make such International Convention or National Law applicable.  
(3) With respect to the transportation in the United States of America or in Canada to the Port of Loading, the Carrier shall be liable for the loss or damage to the Goods to be procured transportation by carriers (one or more) and such transportation shall be subject to the inland carriers' contracts of carriage and tariffs and any law compulsorily applicable to such carriers.

**9. CONTAINERS**

(1) Goods may be stuffed by the Carrier in or on Containers and Goods may be stuffed with other Goods.  
(2) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with the supply of containers to the Merchant, whether supplied before or after the Goods are received by the Carrier or delivered to the Merchant.  
(3) Container has been stuffed by or on behalf of the Merchant:  
(A) The Carrier shall not be liable for loss or damage to the Goods:  
(i) caused by the manner in which the Container has been stuffed;  
(ii) caused by the unsuitability of the Goods for carriage in Containers;  
(iii) caused by the unsuitability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only apply if the unsuitability or defective condition arose (a) without any want of due diligence on the part of the Carrier or (b) would have been apparent on reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;  
(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to do so;  
(B) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above, except to the extent that the Carrier is liable to the Merchant under (4) where the Carrier is instructed to provide a Container, in the absence of a written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

**10. PARAMOUNT CLAUSES**

(1) This Bill of Lading insofar as it relates to sea carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules compulsorily applicable (such as COGSA 1991 or COGWA 1993) and insofar as it relates to inland carriage, the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or COGSA 1936 in this Bill of Lading in respect to U.S. law shall apply to the carriage of Goods by inland waterways and reference to law by sea in such Rules or legislation shall be deemed to include reference to inland waterways. The Hague Rules or Hague-Visby Rules applicable legislation shall apply to all Goods whether carried on deck or under deck. If and to the extent that provisions of the Harter Act of the United States of America 1893 would otherwise be compulsorily applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the vessel, the Carrier's responsibility shall instead be governed by the provisions of Clause 8, but if such provisions are found invalid such responsibility shall be subject to COGSA 1936.  
(2) The Carrier shall be entitled (and nothing in this Bill of Lading shall operate to limit or deprive such entitlement) to the full benefit of, and rights to, all limitations or exemptions from liability and all rights conferred or authorized by any applicable law, statute or regulation of any country including, but not limited to, where applicable any provisions of sections 4281 to 4287, inclusive, of the Revised Statutes of the United States of America and all laws, orders, decrees and where applicable any provisions of the laws of the United States of America.  
(3) Save where the Hague or Hague-Visby Rules apply by reason of (1) above, this Bill of Lading shall take effect subject to any national law in force at the point of shipment or place of issue of the Bill of Lading or elsewhere making the Hague Rules or applicable legislation to this Bill of Lading in which case this Bill of Lading shall have effect subject to the Hamburg Rules which shall nullify any stipulation derogating therefrom to the detriment of the shipper or consignee.

**11. LIMITATION AMOUNT**

(1) When the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been delivered to the Consignee.  
(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there be no such price, according to the current market price, or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality.  
(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2 SDR's per kilo of the gross weight, or 666.67 SDR's per package or unit, of the Goods lost or damaged, whichever shall be the greater, and the limitation shall apply at the date when settlement is agreed or judgement made. However, the Carrier shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to the claim.  
(4) Where the Hague Rules, Hague-Visby Rules or COGSA 1991 or COGWA 1936 or Hamburg Rules apply, the Carrier shall not, unless a declared value has been noted in accordance with paragraph 5 of this Clause, be or become liable for any loss or damage, or in connection with the Goods lost or damaged, and according to the applicable Rules or Act or any legislation making these Rules compulsorily applicable to this Bill of Lading, such limitation amount, according to COGSA 1991 and COGWA 1993 is a sum of 2 SDR's per kilo of the gross weight, or 666.67 SDR's per package or shipping unit, of the Goods lost or damaged, whichever shall be the greater, and according to COGSA 1936 is US\$500 per package or shipping unit, of the goods lost or damaged and according to Hamburg Rules is a sum of 2.50 SDR's per kilo of the gross weight, or 835 SDR's per package or shipping unit, of the Goods lost or damaged, whichever shall be the greater. In any other limitation amount applicable under the relevant compulsory legislation, the limitation shall be according to COGSA 1991.  
(5) The Carrier's liability, if any, may be increased to a higher value by the Shipper making a declaration, in writing, of the Goods value, on loading to the Carrier, in the Goods or shipment, such valuation to be inserted on the face of this Bill of Lading in the space provided, and extra freight paid if required by the Carrier. In such case, if the actual value of the Goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.  
(6) Where the Carrier is liable to compensate the Goods and such Container is stuffed by the Carrier, the number of packages or shipping units stated on the face of this Bill of Lading in the box provided shall be deemed the number of packages or shipping units for the purpose of any limit of liability per package or shipping unit provided in the International Convention or National Law relating to the Carriage of Goods by Sea or Water. Except as aforesaid the Container shall be considered the package, or shipping unit. The words "shipping unit" shall mean each physical unit or piece of cargo as shipped in a container, or each package or unit of cargo as shipped in bulk, and in respect of Goods shipped in bulk, and in respect of measurement unit employed in calculating freight charges. As to Goods shipped in bulk, the limitation applicable thereto shall be the limitation provided in such convention or law which may be applicable and in no event shall anything herein be construed to be a waiver of limitation as to Goods shipped in bulk.

**12. DELAY, CONSEQUENTIAL LOSS, ETC.**

(1) Arrival times are not guaranteed by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage, other than loss of or damage to the Goods, the liability of the Carrier shall be limited to two and a half times the freight payable for the goods delayed but not exceeding the total freight payable under the contract of carriage or the value of the Goods as determined in Clause 11 whichever is the lesser sum.  
(2) If at any time the carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whatsoever and wherever arising (whether or not the carriage has commenced) the Carrier may:  
(a) without notice to the Merchant abandon the carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchant's disposal at any place which the Carrier may deem safe and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease;  
(b) without prejudice to the Carrier's rights subsequently to abandon the Carriage under the above provisions, to suspend the carriage of the Goods and to charge the Carrier on Goods received for carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.  
(3) The liability of the Carrier in respect of the Goods shall cease on the delivery or receipt of the Goods at their destination or on any other recommendation given by any Government or Authority or any person acting or purporting to act as or on behalf of such Government or Authority.

**13. DEFENSES**

The defenses and limits of liability provided for in these Conditions shall apply in any actions against the Carrier for loss of or damage or delay to the Goods whether the action be founded in contract or in tort.

**14. LIABILITY OF OTHER PERSONS**

(1) Any person or vessel whatsoever, including but not limited to, the Carrier's employees, agents, independent contractors, subcontractors, and all others by whom the whole or any part of the contract evidenced by this Bill of Lading, whether directly or indirectly, is procured, performed or undertaken, shall save the benefit of all provisions of the Bill of Lading and shall be deemed to be bound by such provisions were expressly for its benefit and in entering into this contract the Carrier to the extent of these provisions, does so not only on its own behalf but also as agent or trustee for such persons and vessels and such persons and vessels shall to the extent to be deemed to be bound by such provisions and shall be deemed to be bound by the aggregate of the amounts recoverable from the Carrier and the persons referred to in paragraph (2) of Clause 5 shall in no case exceed the limits provided for in these conditions.

**15. METHOD AND ROUTE OF TRANSPORTATION**

(1) The Carriage of the Goods may at any time, with or without notice to the Merchant, use any means of transport or storage whatsoever, load or carry the Goods on any vessel whether named on the front hereof or not; stow the Goods, whether containerised or not, on or under deck; transfer the Goods from one conveyance to another including transhipping or carrying the same on a vessel other than that named on the front hereof or by any other means of transport whatsoever; at any place unpack or remove Goods which have been shipped in or on a Container and forward the same in any manner whatsoever; proceed at any speed and in any direction (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place whatsoever one or more often and in any order; load or unload the Goods from any conveyance at any place; comply with any orders or recommendations given by any Government or Authority or any person or body of persons or by any Government or Authority or on behalf of such Government or Authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions; permit the vessel to proceed with or without pilots, to tow, be towed or be dry-docked; permit the vessel to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and sail armed or unarmed.  
(2) The liberties set out in paragraph (1) of this clause may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage of the Goods. Anything done in accordance with paragraph (1) of this clause or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree.

**16. DELIVERY**

If delivery of the Goods or any part thereof is not accepted by the Merchant, at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereon, the Carrier shall be entitled to store the Goods or any part thereof at the sole risk and expense of the Merchant, or to place the Goods or any part thereof in the custody of a third party stored as aforesaid (as the case may be) shall wholly cease and the cost of such storage (if paid by or payable by the Carrier or any agent or sub-contractor of the Carrier) shall forthwith be paid by the Merchant to the Carrier.

**17. POTH-HIT-TO-BLAME 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 responsible for the non-carrying vessel or object, the Merchant undertakes to defend, indemnify and hold harmless the Carrier against all claims by liability (and any expense arising therefrom) any vessel or person in respect of any loss of, or damage to, or any claim for freight or other charges payable by the Merchant or by the owner of, charterer of or person responsible for the non-carrying vessel or object and set off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrier, vessel or her owners or charterers.

**18. FREIGHT AND CHARGES**

(1) Freight shall be paid in cash without discount and, whether prepayable or payable at destination, shall be considered as earned on receipt of the Goods and not to be returned or relinquished in any event.  
(2) Freight and all other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or, at the carrier's option in the currency of the country of dispatch or destination at the highest rate of exchange for Bankers Sight Bills current for prepayable Freight on the day of dispatch and for Freight payable at destination on the day when the Merch is notified of arrival of the Goods, there or on the day of withdrawal of the delivery order, whichever rate is the higher, or at the option of the Carrier on the date of the Bill of Lading.  
(3) All duties and charges or other expenses in connection with the Goods shall be paid by the Merchant.  
(4) The Merchant shall reimburse the Carrier in proportion to the amount of Freight for any costs for deviation or delay or any other increase of cost of whatever nature caused by war, warlike operations, strikes, epidemics, strikes, governments or force majeure.  
(5) The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurement or value of the Goods but the Carrier reserves the right to have the contents inspected and the weight, measurement and value verified. If on such inspection it is found the declaration is not correct it is agreed that a sum equal either five times the difference between the correct figure and the Freight charged, or to double the correct Freight less the Freight charged whichever sum is the greater, shall be payable as liquidated damage to the Carrier for its inspection costs, less the amount of Freight on other Goods notwithstanding any other sum having been stated on the Bill of Lading as Freight payable.

**19. CARRIER LIEN**

Carrier shall have a general and continuing lien on any and all property of Merchant coming into Carrier's actual or constructive possession or control for monies owed to Carrier with regard to the shipment on which the lien is claimed, a prior shipment(s) and/or both; Carrier shall provide written notice to Merchant of its intent to exercise such lien, the exact amount of monies due and owing, as well as any pending storage or other charges, including attorney's fees; Merchant shall notify all parties having an interest in the shipment(s) of Carrier's rights and/or the exercise of such lien. Unless, within thirty days or less of receiving notice of lien, the option of Carrier, pursuant to the Uniform Commercial Code of the State in which the Merch is being held, is being held, or the Merchant posts cash or letter of credit at least, or if the amount due is in dispute, an acceptable bond equal to 110% of the value of the total amount due, in favor of Carrier, guaranteeing payment of the monies owed, plus all storage and attorney's fees, Carrier shall be deemed to have accepted, including attorney's fees, the amount of monies due and owing, as well as any pending storage or other charges, including attorney's fees; Merchant shall notify all parties having an interest in the shipment(s) of Carrier's rights and/or the exercise of such lien. 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Phone: (949) 333-3800  
Fax: (949) 333-3804  
Email: [accounts@m2kinc.com](mailto:accounts@m2kinc.com)

# Packing List

Packing List #	26-3089
Date	2/3/2026

Bill To
NAFFCO FZCO PO Box 262169 Jebel Ali Free Zone Dubai UAE Email: <a href="mailto:purchase-ft1@naffco.com">purchase-ft1@naffco.com</a>

Ship To
Flamtech Parcela 6 Sublote B-2 Lote 9 Av. Los Eucaliptos Esq. Av Las Poncias Lurín. Lima-Per +51 972132124

Packages	Gross Weight	Reference	Courrier	Waybill Number
2 Pallets	1540lbs	po# 88188		

Quantity	Item	Dimensions (Inches)	Weight (LBS)	Quantity
40	SBC-T2.8TD-390...	48x40x46	770	1 Pallet
40	SBC-T2.8TD-390...	48x40x46	770	1 Pallet

