

By : EDI PILOT  
Date : 07-11-2016 12:52  
Updated : 07-11-2016 12:52

**Mitsui O.S.K. Lines, Ltd.  
MOL (PERU) S.A.C.**

**BOOKING CONFIRMATION ADVICE/BOOKING NOTE**

**BKG NO.** : 27803646615A  
**VESSEL** : MAGARI / 00159 (GPX)  
**L.PORT** : PISCO - TERMINAL PORTUARIO PARACAS SA  
  
**P.DISCH.** : BALBOA - PORT/FACILITY (PPC TERMINAL)  
**CONNECT** : MOL MAJESTY / 039E (CNY)  
**F.DISCH.** : MIAMI, FL - APM TERMINAL  
**SHP:** FUNDOS DEL SUR EIRL  
AV GERARDO UNGER MZ G1  
LOTE 17, URB. SANTA LUISA  
LIMA PE

**DATE:** 07-11-2016  
**ETA** : 13-11-2016 07:00  
**ETD** : 13-11-2016 18:00  
**ETA** : 20-11-2016 07:00  
**ETD** : 22-11-2016 10:00  
**ETA** : 26-11-2016 05:00

**PL.RCPT.** : PISCO - TERMINAL PORTUARIO PARACAS SA  
**SVC** : CY / CY  
**CUTOFF** :  
**VGM CUTOFF:** 12-11-2016 14:00  
**P.DLVRY** : MIAMI, FL - APM TERMINAL  
**F.DEST.** : MIAMI, FL - APM TERMINAL  
**STOWAGE** : None Specified (Normal)

**MODE** : ODD / ODD  
**HUB** : **BLK** :

**COMMODITY:** ONION, FRESH/CHILLED  
**TTL PKG** : **WGT (KT)** : 23.000

**TARF ITEM NO** : US0001PT0  
**MSR (M3)** :

**PICKUP DT:** **TRUCKER:**  
**VAS RMKS** :  
**RMKS** : V:50 CBM - H:65% HUM  
FLETE COLLECT (PREF.VSL:MAGARI,00159)  
**FRGT RMKS:** 4° C  
50 CBM  
65% HUM  
**Container:** 40RFR 9'6" x 1

<u>TYPE</u>	<u>ABRV</u>	<u>SPECIAL REQ</u>	<u>EQP NO</u>	<u>MTY DISP LCN</u>	<u>TEMP</u>	<u>VENT</u>
Z4	40RFR 9'6"	None		*	4C	1/4 open
			<b>TEMP MIN.:</b>	4C	<b>TEMP MAX.:</b>	4C

\* Please contact the local operation group for empty dispatch location.

Thank you for booking with MOL. Please contact your booking representative if you have any amendments or questions regarding this booking.

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**MITSUI O.S.K. LINES, LTD.**  
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**WARNING:** Use of containers or chassis for transportation of overweight shipments is strictly prohibited. No agent, representative or subcontractor of MOL has authority to accept or transport overweight shipments. If the documentation, scaled weight, or other evidence indicates a shipment is overweight, further transportation is absolutely prohibited, unless—through the use of specialized equipment, re-handling, or other means—the shipment is made legal for the mode in question. For over-the-road shipments in the United States and Canada, the following guidelines shall apply to standard equipment (no matter who arranges the transportation):

Maximum Cargo Weight (in pounds)

Country	20-FT (DRY)	40-FT / HI-CUBE (DRY)	45-FT	20-FT (REEFER)	40-FT HI-CUBE (REEFER)
U.S. & Canada (discharge U.S. Port)	39,500 lbs (slider chassis) or 44,000 lbs (tri-axle chassis)	44,500 lbs (standard chassis)	41,500 lbs (standard chassis)	34,000 lbs (slider chassis & no genset) or 31,500 lbs (slider chassis & genset)	41,800 lbs (standard chassis & no genset) or 39,300 lbs (standard chassis & genset)
Canada (discharge Canada port)	50,000 lbs (slider chassis)	60,000 lbs (standard chassis)	60,000 lbs (standard chassis)	50,000 lbs (standard chassis)	60,000 lbs (standard chassis)

Maximum Cargo Weight (in kgs)

Country	20-FT (DRY)	40-FT / HI-CUBE (DRY)	45-FT	20-FT (REEFER)	40-FT HI-CUBE (REEFER)
U.S. & Canada (discharge U.S. Port)	17,917 kgs (slider chassis) or 19,958 kgs (tri-axle chassis)	20,185 kgs (standard chassis)	18,824 kgs (standard chassis)	15,426 kgs (slider chassis & no genset) or 14,292 kgs (slider chassis & genset)	18,960 kgs (standard chassis & no genset) or 17,826 kgs (standard chassis & genset)
Canada (discharge Canada port)	22,686 kgs (slider chassis)	27,223 kgs (standard chassis)	27,223 kgs (standard chassis)	22,686 kgs (standard chassis)	27,223 kgs (standard chassis)

Any costs generated due to untimely/incorrect/lack of VGM declaration will be borne by the Shipper.

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