



SURVEY - REPORT HO-220.007

SHIPMENT DETAILS:

CONTAINER N°:	1 X 45' HC Container N° KOSU 451334-0 ORIGINAL SEAL # UNKNOWN
CARGO:	Junker products; car exteriors, doors, engines, spare parts, radiators, all used, in bulk.
BILL OF LADING N°:	PEVHON 21540
MARINE TRANSPORT:	PARADERO / 20128
TRANSSHIPPED TO:	N/A
PORT OF LOADING:	MIAMI
PORT OF DISCHARGE:	PUERTO CORTES
PLACE OF DELIVERY:	YONKER RECONCO, CIUDAD COMAYAGUA, HONDURAS
SHIPPER:	NOT AVAILABLE
INVOICE:	NOT AVAILABLE

SURVEY OBJECTIVE: 1- Verify accident site and possible transshipment of container KOSU-451334-0.
2-Verify cargo condition at consignee's warehouse during unloading of the container

DATE OF SURVEY: February 3, 2022 Time: 14:30 – 15:00 hrs. Accident site
February 5, 2022 Time: 09:00 – 16:30 hrs. Comayagua

SEAL FOUND: LBRD 023027.



BACKGROUND:

On February 3, 2022, a **45' HC Container Nº KOSU 451334-0** departed from Puerto Cortes with cargo of junker scrap vehicle parts and engines. At about 08:15 hours, the container sustained an accident in Highway CA-5 near Santa Cruz de Yojoa, overturning ¼ on its left side.

We were called to perform a survey of the situation with the container since it would be lifted and possible have transshipment of cargo to another container. We arrived to the scene of the accident at 14:15 hours and found the container had already been lifted with cranes. The container was duly sealed but was already dripping oil and water through small holes on the wall, caused by the accident.

INSPECTION:

February 03, 2022

Inspector Mauricio Montes arrived to the site of the accident and found container already lifted and its chassis.

We inspected the container for the damages sustained finding it had the paint surface of the left wall scratched and tiny holes on the wall where oil was already dripping. (Please see attached photos)

Persons present during this inspection were Gruas Membreño, company that provides the cranes to lift the container. Also, the transit police, Armando Pinto from EXA and Pedro Reconco, consignee, and owner of Yonker Reconco.

Mr. Reconco explained they would transit to Comayagua where it would be unloaded since the cargo would not be transshipped. We left the site at about 15:00 hours and would be present to unload that same evening. We arrived to Comayagua at 17:00 hours and called Mr. Reconco and he explained that there was some problem and container had not moved. They would perform transshipment during the night.

We informed EXA of this matter and would coordinate inspection the following day.

On February 4, 2022, we were informed by EXA that the transshipment was not done as planned and would be done that day. We agreed that it was best to do the inspection on Saturday, February 5, when container was there.

The same container was used to go to Comayagua although some of the cargo was unloaded and taken in private trucks on February 4.

INSPECTION

February 5, 2022

We arrived to Yonker Reconco at 08:45 hours of February 5, 2022. Mr. Reconco was not present but we met with the Yonker assistant Roberto. We found 13 car front sections that house the engine of the vehicle. It also has the headlights, engine hood and turn signals. These sections, detailed below, were unloaded from the container the day before.

Model of car sections/engines unloaded

Model	Color	Model	Color
Ford Focus	Black	Toyota	White
Hyundai	Gray	Pontiac	White
Toyota	Gray	Toyota	Black
Toyota	Gray	Frontier (Nissan)	Brown
Honda	Olive green	Ford Escape	Gray
Ford Ranger	Red	Tacoma	
Honda Fit	Black	Pontiac*	Red
Toyota Rav 4*	Black	Toyota Corolla*	
Honda Civic*	Black		

- Unloaded after containers was opened.

These car sections were found bumped and scratched on the front due to the impact with the wall of the container when it overturned. The engines were in apparent good condition since these are turned on but we did not witness that process since it was not done.

We then inspected 13 car doors that were already unloaded and had bumps and, in some cases, broken windows.

After inspecting this cargo, we asked Roberto why he did not continue unloading the container, but he said that Mr. Reconco had ordered not to open the container until he was present.

At 13:30 hours, Mr. Reconco had not arrived but had ordered we could continue unloading the container. When the container was opened we found engines, doors and 4 more car sections with engines. There were taken out with 2 hysters trucks with due care.

As the engines were unloaded, 2 by 2, we noted some had cracked covers in the alternator and other exposed sections. We think this may be caused by the accident although the broken pieces were not found.

We also inspected radiators that had their grills with scratches. Please see attached photos.

The container was unloaded by 15:51 hours.



We inspected the container damages from inside, finding the little holes where oil had dripped. We counted 9 holes on the left wall and front wall and another on the roof. (Please see attached photos.

Note: Mr. Reconco explained that the problem that the engines can have due to the accident is that the engine's oil may go to the wrong sections and will require a special process to clean those sections in the engine.

CONCLUSION:

Since this is Junker scrap, it is difficult to assess pre-existent damages from the damages caused by the accident.

The vehicle sections and doors were bumped but these are not intended for reconstruction and only cover the engine. It may lower the value of the section since this are sold as found and will not be repaired.

Some engines had cracked covers that were caused by the accident. The major concern for the engines is that oil sipped into parts it shouldn't and require a special process to clean up.

We cannot determine a loss amount or depreciation since we have not received the invoice with costs.

LABORATORY ANALYSIS: NO LABORATORY TESTS DONE.

CONTAINER DAMAGE REPORT: Please see photos and text.

PERSONS PRESENT DURING THE INSPECTION:

- Mr. Pedro Reconco, Yonker Reconco manager
- Mr. Roberto, Yonker Reconco
- Mr. Carlos Arita, Yonker Reconco
- Mr. Mauricio Montes, Attending Surveyor

ATTACHMENTS:

- A set of 84 photos
- Copy of Bill of lading #
- Copy of the Commercial Invoice

REMARKS:

This report is issued without prejudice, stating our findings to the best of our knowledge and for the benefit of whomever it may concern.

Tegucigalpa, Honduras – February 9, 2022

Marine Surveyor

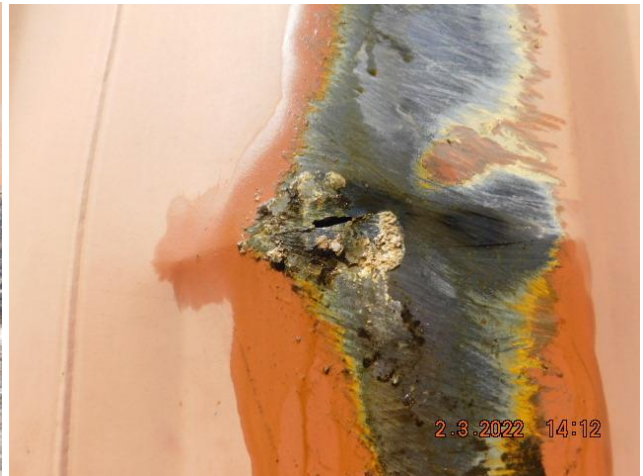
Dispacheure
Avarage Adjuster
Claims Agent



February 3, 2022



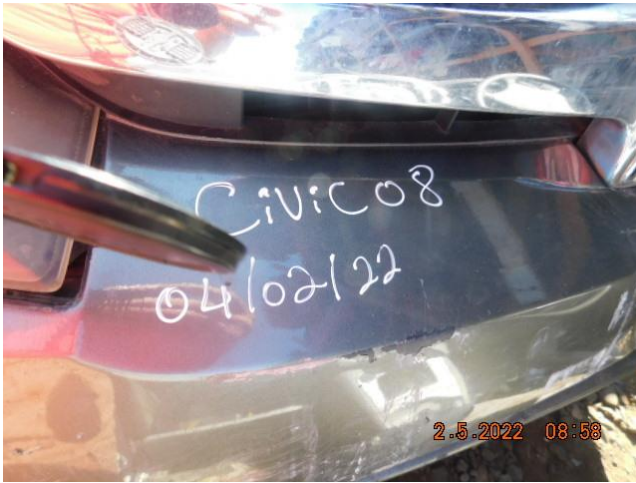
Colonia Los Profesionales, Torres Metr polis # 2 piso 4 Local 20403, Tegucigalpa, Honduras.
Telefax: (504) 2270-7381, (504) 2270-7382
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February 5, 2022

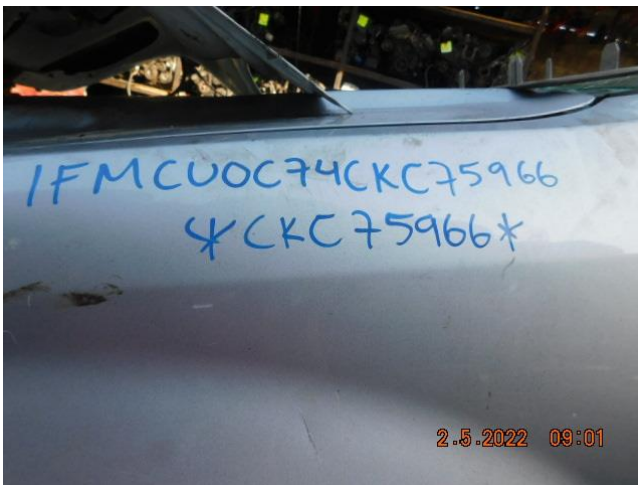


Dispacheure
Avarage Adjuster
Claims Agent



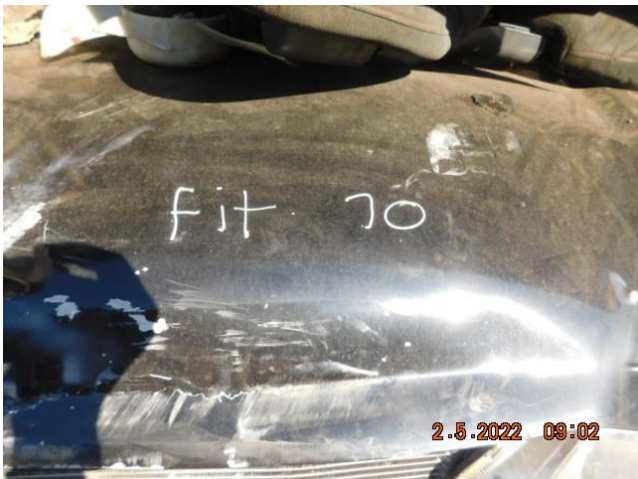
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Doors

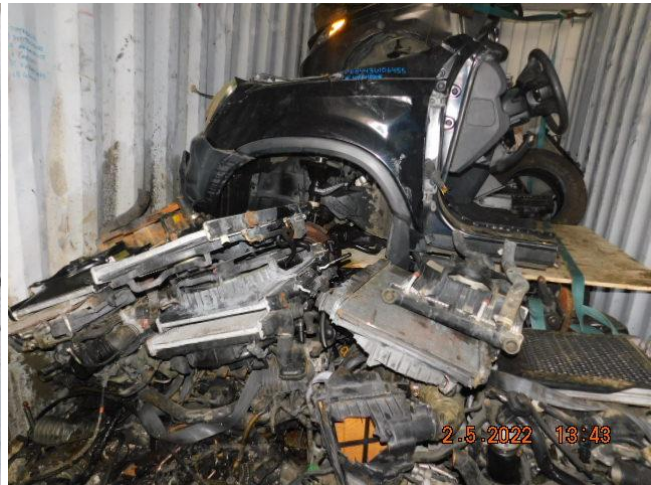


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Unloading engines

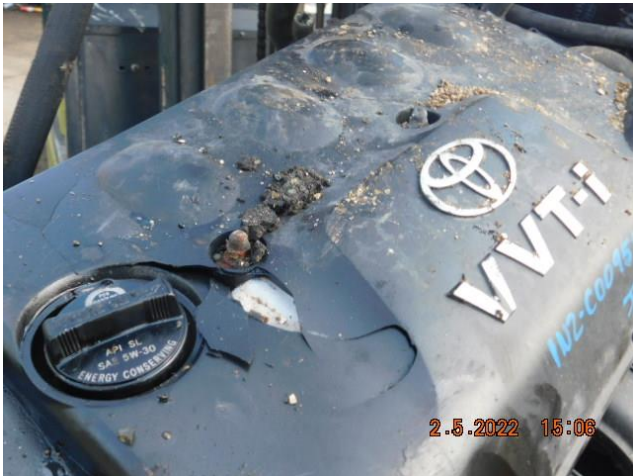


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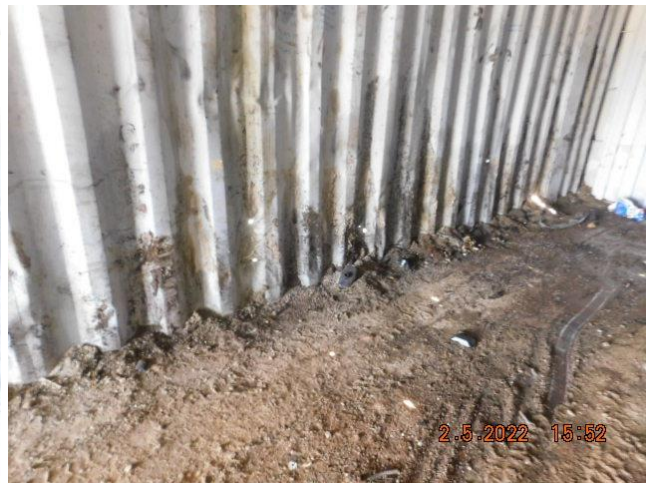
RADIATORS







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KING OCEAN SERVICES		King Ocean Services, LTD.		BILL OF LADING	
INTERNATIONAL TRADERS USA AS AGENTS FOR CONSIGNEE MIAMI, FL		Bill of Lading Working Mate: 10041997 Export Reference: Bill of Lading PEVHON21540		Bill of Lading Working Mate: 10041997 Export Reference: Bill of Lading PEVHON21540	
Consignee / Destinatar: MULTIMOTOS Y MAS S DE RL RTH: 8888888888 COMAYAGUA, HONDURAS		Forwarding Agent / Agente Exportador / Broker SANDAR INTERNATIONAL CORP. 888 N.W. 89TH AVE UNIT 10 MIAMI, FL 33176 UNITED STATES Phone: 305 555-5555		Forwarding Agent / Agente Exportador / Broker SANDAR INTERNATIONAL CORP. 888 N.W. 89TH AVE UNIT 10 MIAMI, FL 33176 UNITED STATES Phone: 305 555-5555	
Notify Party / Notificar: AGENCIA THE JOB LEBIA CALIX 904-238-8868 PEDRO JOEL RECONCO-484-9368-2028		Forwarding Agent / Agente Exportador / Broker SANDAR INTERNATIONAL CORP. 888 N.W. 89TH AVE UNIT 10 MIAMI, FL 33176 UNITED STATES Phone: 305 555-5555		Forwarding Agent / Agente Exportador / Broker SANDAR INTERNATIONAL CORP. 888 N.W. 89TH AVE UNIT 10 MIAMI, FL 33176 UNITED STATES Phone: 305 555-5555	
Place of Receipt / Lugar de Recibo PORT EVERGLADES		Place of Receipt / Lugar de Recibo PORT EVERGLADES		Place of Receipt / Lugar de Recibo PORT EVERGLADES	
Vessel and Voyage PARADERO / 20122		Vessel and Voyage PARADERO / 20122		Vessel and Voyage PARADERO / 20122	
Port of Discharge / Puerto de Descarga PUERTO CORTES, HN		Port of Discharge / Puerto de Descarga PUERTO CORTES, HN		Port of Discharge / Puerto de Descarga PUERTO CORTES, HN	
PARTICULARS FURNISHED BY SHIPPER					
Marks & Numbers 280736 No. of Pkgs. 100 Description of Packages and Goods 48515 1 x 45CT KOSU-481334-6 SEAL: ULS282780 AS ADDRESSED AES (ITN: X20220112172214 "Freight Prepaid" SLWC. (195 PC) OF USED AUTO PARTS 44,261.19 LB 39,872.66 KG					
HONDURAS DOOR DELIVERY: Shipments will be delivered to final destination upon completion of customs clearance in Port of Discharge. If customs clearance will be performed in an authorized facility beyond the port, consignee or importer must perform on their account all mandatory procedures, submit the requested bond and pay all the port services related to the shipment.					
HONDURAS ENTREGA A PUERTA: Los embarques serán entregados al destino final una vez completado el clearance aduanal en el puerto de arribo. Si dicho clearance será realizado en una instalación aduanal autorizada distinta a Puerto Cortes, el consignatario o importador deberá realizar por cuenta propia los trámites necesarios y la presentación de la garantía requerida para transitar bajo ruta fiscal, incluyendo el pago de los servicios portuarios que apliquen.					
THESE COMMODITIES, TECHNOLOGY OR SOFTWARE WERE EXPORTED FROM THE UNITED STATES IN ACCORDANCE WITH THE EXPORT ADMINISTRATION REGULATIONS. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.					
IMPORTANT: CARRIER HAS MADE IT CLEAR IN THE EXCEPTION CLAUSE (CLAUSE 3 ON THE BACK OF THIS BILL OF LADING) THAT IT HAS NO LIABILITY FOR HIJACKING AND ARMED ROBBERIES.					
Shipper declared value \$		KOSU-481334-6 SEAL: ULS282780		44,261.19 LB	
Charge Description		SLWC. (195 PC) OF USED AUTO PARTS		39,872.66 KG	
Rating on B/L's last page		* ORIGINAL *		Dated At PORT EVERGLADES, U.S.A. On January 25, 2022	
By (Name of Agent and Carrier)		KING OCEAN SERVICES LTD.		By (Name of Agent and Carrier)	
Per (for the Master)		KING OCEAN SERVICES LTD.		Per (for the Master)	
TERMS OF BILL OF LADING CONTINUED ON BACK HEREIN		Page 1		Page 1	

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