

**SHIPPER**  
 LOS OLIVOS DE VILLACURI S.A.C.  
 AV. LOS CONQUISTADORES 256  
 INTERIOR 401 SAN ISIDRO - LIMA  
 TELEFONO: 014957032

**DRAFT  
 WAYBILL  
 NON NEGOTIABLE**

**VOYAGE NUMBER**  
 0HC54W1PL  
**WAYBILL NUMBER**  
 ERU0107527

**CONSIGNEE**  
 ACUMEN FRUIT, S.A. DE C.V.  
 AND. CIRCUITO QR ZONA V SECTOR 5  
 NAVE 4 BODEGA R-172, COLONIA  
 CENTRAL DE ABASTO, IZTAPALAPA,  
 CIUDAD DE MEXICO, MEXICO C.P. 09040  
 CONTACTO:LUIS OCANA\*

**EXPORT REFERENCES**



**NOTIFY PARTY**, Carrier not to be responsible for failure to notify  
 ALIANZA ESTRATEGICA PORTUARIA, S.A.  
 DE C.V.  
 KM. 1.0 CARRETERA MANZANILLO -  
 MINATITLAN # 52. ZONA INDUSTRIAL  
 TAPEIXTLAS, MANZANILLO COLIMA  
 C.P. 28876, ID: AEP990928 KW7\*\*

**CARRIER:** APL Co. Pte Ltd  
 Head Office: #14-01 The Metropolis, Tower 1  
 9 North Buona Vista Drive, Singapore 138588  
 Tel: (65) 6278 9000 - Fax: (65) 6278 4900

<b>PRE CARRIAGE BY*</b>	<b>PLACE OF RECEIPT*</b>	<b>FREIGHT TO BE PAID AT</b>	<b>NUMBER OF ORIGINAL WAYBILLS</b>
		MEXICO CITY	ZERO (0)
<b>VESSEL</b>	<b>PORT OF LOADING</b>	<b>PORT OF DISCHARGE</b>	<b>FINAL PLACE OF DELIVERY*</b>
XIN OU ZHOU	CALLAO	MANZANILLO, MX	

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
CAIU5556191	1 x 40RC	2160 BOXES	18192.000	4420	50.000
SEAL 003PL011926					
SEAL AA087					
SEAL G6441827					
SEAL 144130					
SEAL 018005SL					
SEAL AZD7857					
2160 TOTAL BOXES 2000 BOXES OF 7.0 KG WITH FRESH GRAPES SUGAR CRISP (2000 CAJAS DE 7.0 KG CON UVAS FRESCAS SUGAR CRISP) 160 BOXES OF 7.3 KG WITH FRESH GRAPES SWEET GLOBE (160 CAJAS DE 7.3 KG CON UVAS FRESCAS SWEET GLOBE) <b>THERMOREGISTERS:</b> A5JDSP- A5JDX9 P.A.: 0806.10.00.00 HS CODE: 080610 VENTILATION: CLOSED COLD TREATMENT FDA NUMBER:14430387744 FREIGHT COLLECT * <b>TELEFONO:</b> 55-56402270 / 55-56002294 <b>EMAIL:</b> luisocana@grupomla.com.mx **					

Continued on Next Sheet Sheet 1 of 2

**ADDITIONAL CLAUSES**

- Cargo at port is at merchant risk, expenses and responsibility
- 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 liquidate 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.
- Terminos de linea / liner terms from ship's tackle to ship's tackle
- 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 shipments under 200 kg the liability will be for days of minimum wage per remittance.
- Reefer container can only be operated by electrical power. During land transportation the Carrier will not be liable in any respect whatsoever for consequences, due to non refrigeration.
- Demurrage and/or detention shall be calculated and paid as per general tariff available on the web site www.apl.com, or in any of APL 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. U.S. demurrage and detention conditions are billed per APL (America)'s U.S. tariff or service contracts filed with the FMC
- THC at destination payable by consignees as per line/port tariff
- 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.
- Ground rent/storages/power supply/monitoring costs at port of discharge for Receiver's account according to port rates.
- Maximum payload to transit across Mexican territories (Carrier and Merchant haulage) shall be as per

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 by the Merchant for carriage, subject to all the terms hereof and tariff for the relevant trade, from the place of receipt or the port of loading, whichever applicable, to the port of discharge or place of delivery whichever applicable. This Waybill is deemed to be a contract of carriage as defined in Article I (b) of the Hague Rules and Hague Visby Rules although this is not a document of title to the Goods.  
 DELIVERY will only be made on Payment of all Freight and Charges and to the named Consignee or any third party nominated by the Consignee by written instruction to the Carrier or his Agent, unless the Shipper instructs otherwise prior to delivery. The rights and liabilities arising according to the terms hereof shall (without prejudice to any rule of common law and status) become binding between the Carrier and Consignee as if this agreement has been made between them and the Shipper guarantees on reception of this Waybill that he has accepted it on his own behalf, on behalf of the Consignee and the Owner of the Goods, and warrants that he has authority to do so.  
**LAW AND JURISDICTION**  
 i) Governing Law Insofar as anything has not been dealt with by the terms and conditions of this Bill of Lading, Singapore law shall apply. Singapore law shall in any event apply in interpreting the terms and conditions hereof.  
 ii) Jurisdiction All disputes relating to this Bill of Lading shall be determined by the Courts of Singapore to the exclusion of the jurisdiction of the courts of any other country provided always that the Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of the Courts of any other country which, but for the terms of this Bill of Lading, could properly assume jurisdiction to hear and determine such disputes, but shall not constitute a waiver of the terms of this provision in any other instance.  
 iii) Notwithstanding i) and ii), if Carriage includes Carriage to, from or through a port in the United States of America, the Merchant may refer any claim or dispute to the United States District Court for the Southern District of New York in accordance with the laws of the United States of America.  
 This Waybill is issued subject to the C.M.I Uniform Rules for Sea Waybills.  
 The contract evidenced by this Sea Waybill is subject to the terms, conditions, exceptions, limitations and liberties (including those relating to pre-carriage and on-carriage) set out in and incorporated by the Carrier's Bill of Lading. The terms of the Carrier's Applicable Tariff are incorporated herein.

**PLACE AND DATE OF ISSUE** LIMA 10 FEB 2020  
**SIGNED FOR THE SHIPPER**  
 \*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING  
**SIGNED FOR THE CARRIER** APL Co. Pte Ltd  
 BY CMA CGM PERU S.A.C.  
 as agents for the carrier APL Co. Pte Ltd



**DRAFT**  
**WAYBILL**  
**NON NEGOTIABLE**

VOYAGE NUMBER
0HC54W1PL
WAYBILL NUMBER
ERU0107527

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VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
XIN OU ZHOU	CALLAO	MANZANILLO, MX			
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

**CONTACTOS:**  
**Aide Rodriguez / Montserrat Medina /**  
**Martin Mesina**  
**TELEFONO: 314-3310404**  
**EMAIL:**  
**arodriguez@alianza.com.mx**  
**mmedina@alianza.com.mx**

**Cargo is stowed in a refrigerated container set  
at the shipper's requested carrying temperature  
of -.5 degrees Celsius**

**Shipped on Board XIN OU ZHOU 10-FEB-2020 CMA CGM PERU S.A.C. As  
agents for the Carrier**

Weight in Kgs Total: 1 CONTAINER(S)      Continued From Previous Sheet      Sheet 2 of 2      18192.000      4420      50.000

SHIPPERS DECLARED VALUE  
SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND THE CARRIER'S B/L TERMS & CONDITIONS

**ADDITIONAL CLAUSES**

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. APL, its agents, sub-contractors and/or servants shall in no events be liable for the payment of above designed charges

4. 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.

5. For any amendment in BL data it has to resubmit the SI through APL website or EDI with necessary amendment as because amendment request by phone and email are not acceptable (Amendment charge applicable if amendment request comes after filed the manifest)

6. For Freight and applicable charges payment at the third country- it must mention in the BL description field during SI submission about the third country name and payment party details with marked as- Freight Collect (Cross Payment Fee will be charged on top of freight charges and other surcharges for payment to APL at the third country)

PLACE AND DATE OF ISSUE	LIMA	10 FEB 2020	SIGNED FOR THE CARRIER APL Co. Pte Ltd BY CMA CGM PERU S.A.C. as agents for the carrier APL Co. Pte Ltd
SIGNED FOR THE SHIPPER			
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			