

SHIPPER  
 AGROINCA PRODUCTOS PERUANOS  
 DE EXP. S.A.  
 CAYETANO ARENAS 143 PARQUE  
 INDUSTRIAL AREQUIPA  
 CONTACTO: JULIA URIA  
 PH: 51-54-226256, 958 194 012 \*

**DRAFT  
 BILL OF LADING**

VOYAGE NUMBER  
 OWC58N1MA  
 BILL OF LADING NUMBER  
 LMM0268931

CONSIGNEE  
 EXOBREIZH S.A.S.  
 25 RUE JEAN-PIERRE CALLOH 29860,  
 PLABENNEC  
 SIRET: 818 829 996 00011  
 TVA IC: FR 17818829996  
 PH.: (33) 1 41801010 \*\*

EXPORT REFERENCES



**CARRIER:** CMA CGM Société Anonyme au Capital de 234 988 330 Euros  
 Head Office: 4, quai d'Arenic - 13002 Marseille - France  
 Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95  
 562 024 422 R.C.S. Marseille

NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 R&M RIDDERKERK (OFFICE)  
 HANDELSWEG 120,  
 2988 DC RIDDERKERK -  
 THE NETHERLANDS  
 MOBILE: +31 (0) 653971717  
 PHONE: +31 (0) 102444040 \*\*\*

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		ROTTERDAM	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
SANTOS EXPRESS	CALLAO	ROTTERDAM	

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
CGMU5125765 SEAL 003PL011887 SEAL G6442150 SEAL AAQ907 SEAL 018051SL	1 x 40RH	4020 BOXES  4020 BOXES WITH FRESH POMEGRANATE VARIETY WONDERFUL (4020 CAJAS CON GRANADA FRESCA VARIEDAD WONDERFUL)  HS CODE: 0810.90.90.00 THERMOREGISTERS: 5297550 / 5318780 TEMPERATURE: 5.5 C VENTILATION: 20 CBM/H HUMIDITY: 95% FREIGHT COLLECT  *EMAIL: JURIA@AGROINCA.COM **EMAIL: EXOBREIZH29@GMAIL.COM ***CT: MARK VAN DER SLIK - MELANIE SHOULTEN SAISO  Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature  Continued on Next Sheet Sheet 1 of 2 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.	18640.000	4600	50.000

**ADDITIONAL CLAUSES**

4. Cargo at port is at merchant risk, expenses and responsibility  
 5. FCL  
 77. THC at destination payable by Merchant as per line/port tariff  
 91. Ground rent/storages/power supply/monitoring costs at port of discharge for Merchant's account according to port rates.  
 92. 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.  
 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, 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 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 container indemnity as referred above.

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	LIMA	11 FEB 2020	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Peru S.A.C. 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			



# DRAFT BILL OF LADING

VOYAGE NUMBER
0WC58N1MA
BILL OF LADING NUMBER
LMM0268931

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		ROTTERDAM	THREE (3)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
SANTOS EXPRESS	CALLAO	ROTTERDAM			
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

of 5.5 degrees Celsius  
 "DUE TO SENSITIVENESS OF THE CARGO, THE CARRIER  
 WILL NOT BE HELD RESPONSIBLE FOR THE QUALITY OF  
 THE CARGO UPON DISCHARGE INSOFAR AS THE REQUESTED  
 SET TEMPERATURE HAS BEEN DULY MAINTAINED BY THE  
 CARRIER"

Shipped on Board SANTOS EXPRESS 11-FEB-2020 CMA CGM Peru S.A.C.  
 As agents for the Carrier

KGS                      KGS                      CBM

Weight in Kgs Total: 1 CONTAINER(S)      Continued From Previous Sheet      Sheet 2 of 2      18640.000      4600      50.000  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

343. In the event that this Bill of Lading is a Paperless Bill of Lading, it shall be governed by the Terms and Conditions available on the CMA CGM website (<http://www.cma-cgm.com/products-services/shipping-guide/bl-clauses>) which the Merchant has read and accepted. The delivery of the cargo carried under a Paperless Bill of Lading shall be made to the Consignee after the Paperless Bill of Lading has been surrendered to the Carrier on the eBusiness platform and after payment of any outstanding Freight and charges.

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SIGNED FOR THE SHIPPER			
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING			