

SHIPPER		DRAFT BILL OF LADING				VOYAGE NUMBER	
QALI FRUITS SAC CALLE DEAN VALDIVIA 111 OF. 1002 SAN ISIDRO LIMA - PERU / PERU CONTACTO: SANTIAGO CHIRINOS 950979915 / SCHIRINOS@ACPAGRO.COM						OWC7WN1MA	
						BILL OF LADING NUMBER	
						LMM0294944	
CONSIGNEE		EXPORT REFERENCES					
NORTH BAY PRODUCE, INC. P.O BOX 549 TRAVERSE CITY, MI 49685-0549 USA CTC: MARNIE KOHLER PH: 231-946-1941 FX: 231-946-1902 E-MAIL: MKOHLER@NORTHBAYPRODUCE.COM		CMA CGM					
NOTIFY PARTY, Carrier not to be responsible for failure to notify							
THE PERISHABLE SPECIALIST 9831 NW 58 STREET UNIT 131 DORAL, FL 33178 USA CTC: FRANK RAMOS PH: 305-477- 9906 FRANK@PERISHABLESPECIALIST.COM		CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenc - 13002 Marseille - France Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95 562 024 422 R.C.S. Marseille					
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING	
				LIMA		THREE (3)	
VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*	
CMA CGM ARKANSAS		CALLAO		PORT EVERGLADES, FL			
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN			GROSS WEIGHT	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES				CARGO		
				KGS	KGS	CBM	
CGMU6909946		1 x 40RC 5600 BOXES		21778.000	4640	50.000	
SEAL 003PL015764							
SEAL G6476694							
SEAL ABF425							
SEAL 0016394							
SEAL 050747SL		5600 BOXES WITH FRESH BLUEBERRY					
SEAL 212061		(5600 CAJAS CON ARANDANO FRESCO)					
		P.A.: 0810.40.00.00 HS CODE: 081040 FDA: 19265592090 THERMOREGISTERS: 260000205922 / 260000205942 / HFHTZ00AS0 TEMPERATURE: -1 C VENTILATION: CLOSED HUMIDITY: OFF COLD TREATMENT CONTROL ATMOSPHERE: CO2: 12% O2: 6% FREIGHT PREPAID					
		Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of -1 degrees Celsius					
		Continued on Next Sheet		Sheet 1 of 2			
		ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.					
ADDITIONAL CLAUSES							
4. Cargo at port is at merchant risk, expenses and responsibility				contracts filed with the FMC			
5. FCL				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.			
77. THC at destination payable by Merchant as per line/port tariff				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.			
91. Ground rent/storages/power supply/monitoring costs at port of discharge for Merchant s account according to port rates.				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			
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.							
191. Unless the value of cargo is declared on the face of this bill of lading or waybill in the conditions set for on the reverse, limitation of liability in respect of loss or damage to goods shall not exceed US\$ 500 per package, or customary freight unit if goods are not shipped in package.							
194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.							
214. U.S. demurrage and detention conditions are billed per CMA-CGM (America)'s U.S. tariff or service							
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		LIMA13 JAN 2021		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
0WC7WN1MA
BILL OF LADING NUMBER
LMM0294944

PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT		NUMBER OF ORIGINAL BILLS OF LADING		
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VESSEL		PORT OF LOADING		PORT OF DISCHARGE		FINAL PLACE OF DELIVERY*		
CMA CGM ARKANSAS		CALLAO		PORT EVERGLADES, FL				
MARKS AND NOS	NO AND KIND	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN				GROSS WEIGHT CARGO	TARE	MEASUREMENT
CONTAINER AND SEALS	OF PACKAGES							

KGS KGS CBM

"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"

PREPAID CHARGES:
BUNKER SURCHARGE NOS: USD 432.00
ACTIVE CONTROL ATMOSPHERE: USD 1,500.00
COLD TREATMENT ADDITIONAL: USD 1,090.00
OCEAN FREIGHT ALL IN: USD 2,510.00
COLLECT CHARGES:

Shipped on Board CMA CGM ARKANSAS 13-JAN-2021 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 21778.000 4640 50.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.

315. Following to the slow down / lock out affecting the US west coast ports, cargo may be discharged in an alternative port without notice - subject to availability - or be on forwarded to the intended port of destination. All additional costs, including but not limited to storage, demurrage, at the alternative port, or extra on forwarding freight shall be for Merchant's account and payable prior to delivery.

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.

358. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and

may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring, at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the carrier shall have no liability whatsoever for any loss or damage resulting thereof

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container as processing and operational fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.

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