

SHIPPER
UVICA S.A.C. CALLE COLINA 113, DPTO 402, BARRANCO, LIMA - PERÚ 511 4137928
CONSIGNEE
INTERAMERICANA DE FRUTAS V. G. CA CALLE ZEA, MERCADO MAYOR DE COCHE, EDIF. E, LOCAL 13, COCHE RIF. J-30807051-3 CARACAS VENEZUELA
NOTIFY PARTY, Carrier not to be responsible for failure to notify
INTERAMERICANA DE FRUTAS V. G. CA CALLE ZEA, MERCADO MAYOR DE COCHE, EDIF. E, LOCAL 13, COCHE RIF. J-30807051-3 CARACAS VENEZUELA

**DRAFT
BILL OF LADING**

VOYAGE NUMBER
OMHAEW1MA
BILL OF LADING NUMBER
LMM0354042

EXPORT REFERENCES

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros Head Office: 4, quai d'Arenç - 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 MUNDRA	CALLAO	LA GUAIRA	

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
APRU5821480 SEAL A2M000897 SEAL 003PL022371 SEAL G6540696 SEAL: ACW869 SEAL: CM018130	1 x 40RH	1900 BOXES	17860.000	4580	50.000
1900 BOXES WITH FRESH GRAPES IFG TEN (SWEET GLOBE TM) 1900 CAJAS CON UVA FRESCA IFG TEN (SWEET GLOBE TM) P.A: 0806.10.00.00 FDA: 11634259476 TERMOGRAPHS: 200000236024 - 200000236025 FREIGHT PREPAID "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" 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	
<p>4. Cargo at port is at merchant risk, expenses and responsibility</p> <p>5. FCL</p> <p>91. Ground rent/storages/power supply/monitoring costs at port of discharge for Merchant s account according to port rates.</p> <p>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.</p> <p>143. Merchant must ensure they are paid for their cargo prior to the beginning of the voyage. Merchant and any party to this bill of lading are advised that according to destination country law and practice the Carrier has absolutely no control on cargo once discharged. Cargo is delivered through customs to receiver. This may be done without surrendering original bill of lading to ship agent. In such case, the Carrier will not be responsible for any claim due to delivery of cargo without original bill of lading.</p> <p>194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>229. Following to the congestion affecting the port of destination in Venezuela, cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. All additional costs, including but not limited to storage, demurrage at the alternative discharge port or extra on forwarding costs, shall be for Merchant's account and payable prior to departure</p>

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	22 MAR 2022	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
OMHAEW1MA
BILL OF LADING NUMBER
LMM0354042

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 MUNDRA	CALLAO	LA GUAIRA			
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

PREPAID CHARGES:

BUNKER SURCHARGE NOS: USD 690.00
TERMINAL HANDL. CH DESTINATIO: USD 320.00
CONTAINER SERVICE CHARGE: USD 100.00
EMERGENCY REVENUE CHARGE, ERC: USD 250.00
EMPTY EQUIP IMBALANCE AND HAND: USD 400.00
PORT AND/OR TERMINAL WHARFAGE : USD 85.00
EMERGENCY PORT SURCHARGE: USD 500.00
EXTRA RISK COVERAGE SURCHARGE : USD 150.00
TERMINAL GATE OUT: USD 200.00
IMPORT SERENITY CONTAINER GUAR: USD 60.00
OCEAN FREIGHT ALL IN: USD 5,420.00
COLLECT CHARGES:

Shipped on Board CMA CGM MUNDRA 22-MAR-2022 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 17860.000 4580 50.000
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

from the port of substitution. 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. 310. Destination THC payable at origin 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 (https://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. 369. All local charges generating in Peru are to be paid by the Merchant to the agent and designated empty container depot, who render the services locally. All local charges are duly registered on the website https://www.cma-cgm.com/local/peru/tariffs-local-charges
PLACE AND DATE OF ISSUE LIMA 22 MAR 2022	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