

SHIPPER  
 AGRICOLA CERRO PRIETO S.A.  
 RUC: 20461642706  
 CAL. DEAN VALDIVIA 111 INT.1002  
 SAN ISIDRO,LIMA-PERU-PERU  
 CTC: MARLENE GALLARDO AYLLON  
 TEL: 51 1 6193900\*

**DRAFT  
 BILL OF LADING**

VOYAGE NUMBER  
 OV38N1MA  
 BILL OF LADING NUMBER  
 LMM0282046

CONSIGNEE  
 JOSÉ LUIS MONTOSA S.L.  
 FINCA EL MOLINO S/N 29792 VALLE-  
 NIZA (VÉLEZ- MÁLAGA) MÁLAGA  
 (ESPAÑA) CTC:ERICA DÍAZ ZAYAS  
 TELF:+34952513533 +34952513534  
 EORI:ES-B29663911 \*\*

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

NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 COMERCIO EXTERIOR SOUTO SL  
 ZAL BAHÍA DE ALGECIRAS, ED. EL  
 FRESNO, OF. A-604 11370 LOS BARRIOS  
 CÁDIZ ESPAÑA CTC:MERITXEL SOUTO  
 TELF:+34956688379 FAX:+34956688377  
 EORI:ES-72001274\*\*\*

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*
POHORJE	PAITA	ALGECIRAS	

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

CAIU5557984 SEAL 003SF022499 SEAL 042190SL SEAL G6514824 SEAL AMA824 SEAL 0005314	1 x 40RC	2400 BOXES	25263.000	4420	40.000
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FRESH AVOCADOS VARIETY HASS  
 PALTA FRESCA VARIEDAD HASS  
 PA:0804.40.0000  
 TR:4035340901 / HG58Z013W0  
 TEMPERATURE: 5.5 °C  
 VENTILATION: CLOSED  
 HUMIDITY: OFF  
 CO2 : 6% O2: 4%  
 FREIGHT PREPAID

\*EMAIL: MGALLARDO@AGRICOLACERROPRIETO.COM  
 \*\* EMAIL: IMPORTACION@FRUTASMONTOSA.COM  
 \*\*\* EMAIL: COMERCIAL@CEXSOUTO.COM

Cargo is stowed in a refrigerated container set  
 at the shipper's requested carrying temperature  
 of 5.5 degrees Celsius  
 "DUE TO SENSITIVENESS OF THE CARGO, THE CARRIER  
 WILL NOT BE HELD RESPONSIBLE FOR THE QUALITY OF

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
- 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	19 AUG 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
OVF38N1MA
BILL OF LADING NUMBER
LMM0282046

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*		
POHORJE	PAITA	ALGECIRAS			
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

**THE CARGO UPON DISCHARGE INSOFAR AS THE  
REQUESTED SET TEMPERATURE HAS BEEN DULY  
MAINTAINED BY THE CARRIER"**

**PREPAID CHARGES:**  
**BUNKER SURCHARGE NOS: USD 462.00**  
**EXPORT DECLARATION SURCHARGE: USD 27.00**  
**SEALING SERVICE EXPORT: USD 10.00**  
**PANAMA CANAL ADJUSTMENT FACTOR: USD 30.00**  
**ATMOSPHER CONTROL (CA): USD 1,500.00**  
**OCEAN FREIGHT ALL IN: USD 2,518.00**  
**COLLECT CHARGES:**  
**TERMINAL HANDL. CH DESTINATIO: EUR 306.00**  
**PORT AND/OR TERMINAL WHARFAGE : EUR 50.00**

Shipped on Board POHORJE 19-AUG-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      25263.000      4420      40.000  
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

### ADDITIONAL CLAUSES

330. Following to the strike affecting ports in Spain, and in application of the clause 10 of our bill of lading - matters affecting performance - 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 and terminal handling charges, all transshipment demurrage at the alternative discharge port, or all extra on forwarding costs, shall be for Merchant's account and payable upon delivery. Carrier shall not be liable for any delay or suspension in the carriage

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

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