

SHIPPER
 PLANTACIONES DEL SOL SAC
 OF C.H. ROBINSON COMPANY, INC.
 CALLE.TORRES PAZ NRO.683,PISO 4,
 DTO.401, CHICLAYO,LAMBAYEQUE-PERU
 RUC:20550858461/CTC:LUIS JIMENEZ
 ZAPATA TEL:074-233570/CEL:954150922

**DRAFT
 BILL OF LADING**

VOYAGE NUMBER
 0VF3QN1MA
 BILL OF LADING NUMBER
 LMM0286898

CONSIGNEE
 PRICESMART DOMINICANA, SRL
 AV. CHARLES SUMMER NO. 54 URB. LOS
 PRADOS SANTO DOMINGO, DOMINICAN
 REPUBLIC CNT:LAURA RIPO/ANGELA WONG
 EMAIL:LAURA.RIPO@ROBINSONFRESH.COM
 MOBILE:305.205.2582

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify
 PRICESMART DOMINICANA, SRL
 AV. CHARLES SUMMER NO. 54 URB. LOS
 PRADOS SANTO DOMINGO,DOMINICAN
 REPUBLIC CNT:EVELYN GARCIA
 EMAIL:EGARCIA@PRICESMART.COM
 TEL:1 809 650 9510

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

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|------------------|-------------------|-----------------------|------------------------------------|
| PRE CARRIAGE BY* | PLACE OF RECEIPT* | FREIGHT TO BE PAID AT | NUMBER OF ORIGINAL BILLS OF LADING |
| | | LIMA | ZERO (0) |
| VESSEL | PORT OF LOADING | PORT OF DISCHARGE | FINAL PLACE OF DELIVERY* |
| LIMARI | PAITA | CAUCEDO | |

| 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 |
| CGMU5260050 SEAL 003SF025101 SEAL 0092637 SEAL ALA078 SEAL G6515018 SEAL 037495SL | 1 x 40RH | 1700 BOXES | 16440.000 | 4580 | 40.000 |
| 1700 BOXES WITH FRESH GRAPES VARIETY RED GLOBE (1700 CAJAS CON UVAS FRESCAS VARIEDAD RED GLOBE) PA. 0806.10.00.00 NET WEIGHT: 13,940.00 KG. TEMPERATURE: 0.0C VENTILATION: CLOSED HUMIDITY: OFF ORDER AGREEMENT:205099 TR:5560151/5560113/A47168 FDA:12285652576 FREIGHT PREPAID | | | | | |
| Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of 0 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

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| 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. 143. Shipper must ensure they are paid for their cargo prior to the beginning of the voyage. Shipper 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. 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. 257. Free Alongside Ship (FAS). 274. The Merchant is responsible for returning any empty container, with interior clean, free of any |
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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)

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| PLACE AND DATE OF ISSUE | LIMA | 21 OCT 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 |
| OVF3QN1MA |
| BILL OF LADING NUMBER |
| LMM0286898 |

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|--------------------------------------|----------------------------|---|------------------------------------|------|-------------|
| PRE CARRIAGE BY* | PLACE OF RECEIPT* | FREIGHT TO BE PAID AT | NUMBER OF ORIGINAL BILLS OF LADING | | |
| | | LIMA | ZERO (0) | | |
| VESSEL | PORT OF LOADING | PORT OF DISCHARGE | FINAL PLACE OF DELIVERY* | | |
| LIMARI | PAITA | CAUCEDO | | | |
| 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 432.00
COLD TREATMENT ADDITIONAL: USD 1,090.00
OCEAN FREIGHT ALL IN: USD 3,178.00
COLLECT CHARGES:
TERMINAL HANDL. CH DESTINATIO: USD 175.00
CONTAINER INSPECTION FEES AND : USD 20.00

**Shipped on Board LIMARI 21-OCT-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 16440.000 4580 40.000
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

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.

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

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

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| *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING | | | |