

SHIPPER		DRAFT BILL OF LADING		VOYAGE NUMBER	
JASU FRESH FRUITS SAC RUC: 20602489621 MZ O LOTE 19 URB, LOS COCOS DEL CHIPE - PIURA CTC: JACKELYNE SUSAN POZO GAVILAN GERENTE GENERAL(*)				ORPBSN1MA	
CONSIGNEE				BILL OF LADING NUMBER	
GLOBALEX, INC 21510 HALSTEAD DRIVE, BOCA RATON FL 33428 CTC: MARILUZ VALLEJO TELF: (561)288-1209(**)		EXPORT REFERENCES		LMM0392156	
NOTIFY PARTY, Carrier not to be responsible for failure to notify					
CUSTOMIZED BROKERS, INC 10205 NW 108 AVENUE #1 MEDLEY FL 33178 CTC: MILAY RODRIGUEZ TELF: (305)471-8989 FAX: (305)471-8988(***)					
PRE CARRIAGE BY*		PLACE OF RECEIPT*		FREIGHT TO BE PAID AT	
				VIRGINIA BEACH, VA	
VESSEL		PORT OF LOADING		PORT OF DISCHARGE	
MANDALAY		PAITA		PHILADELPHIA, PA	
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	
CGMU9305600		1 x 40RH		5544 BOXES	
SEAL 002AU200355				KGS	
SEAL H3176433				24450.000	
SEAL AEV503				KGS	
SEAL 3663572				4740	
				CBM	
				50.000	
		5544 BOXES FRESH MANGOES IN 22 PALLETS 5544 CAJAS CON MANGO FRESCO EN 22 PALLETS THERMOGRAPH: 5034103324 PA: 0804.50.20.00 TEMPERATURE: 8 C HUMIDITY: 85% VENTILACION: 30 CBM			
		(*) EMAIL: JASUFRESH@HOTMAIL.COM / GERENCIA@JASUFRESHFRUITSSAC.COM TELF: 951074066 (**) EMAIL: mariluz.vallejo@globalexinc.com (***) EMAIL: ocean@customizedbrokers.net/ monica@customizedbrokers.net			
		FREIGHT COLLECT "DUE TO SENSITIVENESS OF THE CARGO, THE CARRIER 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		LIMA		27 DEC 2022	
SIGNED FOR THE SHIPPER		SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Peru S.A.C. as agents for the carrier CMA CGM S. A.			
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING					



DRAFT
BILL OF LADING

Table with 2 columns: Field Name, Value. Fields include VOYAGE NUMBER (ORPBSN1MA), BILL OF LADING NUMBER (LMM0392156).

Main header table with 4 columns: PRE CARRIAGE BY*, PLACE OF RECEIPT*, FREIGHT TO BE PAID AT, NUMBER OF ORIGINAL BILLS OF LADING. Includes sub-headers for VESSEL, PORT OF LOADING, PORT OF DISCHARGE, and FINAL PLACE OF DELIVERY*.

Table with 6 columns: MARKS AND NOS CONTAINER AND SEALS, NO AND KIND OF PACKAGES, DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER, GROSS WEIGHT CARGO, TARE, MEASUREMENT.

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 8 degrees Celsius

PREPAID CHARGES:
COLLECT CHARGES:
BASIC FREIGHT: USD 6,604.00
BUNKER SURCHARGE NOS: USD 1,296.00
EXPORT DECLARATION SURCHARGE: USD 32.00
SCANNING BY CUSTOMS, INCL OTHE: USD 0.00
EXPORT DOCUMENTATION FEE: USD 0.00
EXPORT SERENITY CONTAINER GUAR: USD 25.00
IMPORT SERENITY CONTAINER GUAR: USD 25.00
SEALING SERVICE EXPORT: USD 20.00

Shipped on Board MANDALAY 27-DEC-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 24450.000 4740 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 vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion.
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.
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 or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier, or the weight declared to the Carrier (for non-containerized cargo), and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.
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
372. Merchant consents to the Carrier sharing information and data contained in the Bill of Lading and/or related to the performance of the Carriage of the Goods with third parties, including but not limited to digital supply chain platforms.

PLACE AND DATE OF ISSUE LIMA 27 DEC 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