

SHIPPER
 MAISARA FRUITS PERU SAC
 RUC: 20601115850
 AV. GRAU 925 DPTO 502 D - URB SANTA
 VICTORIA-CHICLAYO /TELEF: 74-471062
 EDUARDO LAMAS CHAU
 E.LAMAS@MAISAFRUITS.COM

VOYAGE NUMBER
 244WCN
 BILL OF LADING NUMBER
 LMM0216507

**DRAFT
 BILL OF LADING**

CONSIGNEE
 MAISARA FRUIT SL
 C/ TAMARINDO N° 16, URB. VILLAS EL
 LIMONAR 29700- VELEZ,MALAGA-ESPAÑA
 TELEFONO: 951242041
 CONTACTO: MOHAMED OULKADI

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify
 MAISARA FRUIT SL
 C/ TAMARINDO N° 16, URB. VILLAS EL
 LIMONAR 29700- VELEZ,MALAGA-ESPAÑA
 TELEFONO: 951242041
 CONTACTO: MOHAMED OULKADI

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
		BARCELONA	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
CAP SAN TAINARO	CALLAO	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

TLU1045710 SEAL PL645259 SEAL F9024677 SEAL 0026945 FCL/FCL	1 x 40RC	2400 TRAY(S)	25200.000	4420	50.000
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**2400 PLASTIC TRAYS OF 10 KG WITH FRESH HASS
 AVOCADOS
 HS CODE: 0804400000**

**THERMOREGISTERS:
 2030270718 (PAL0007010)
 2030270719 (PAL0007167)**

**TEMPERATURE: 5.00 C
 VENTILATION: CLOSED
 HUMIDITY: OFF
 CO2: 6% // O2: 4%**

FREIGHT COLLECT

**Cargo is stowed in a refrigerated container set
 at the shipper's requested carrying temperature
 of 5 degrees Celsius**

**"DUE TO SENSITIVENESS OF THE CARGO, THE
 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 consignees as per line/port tariff
- 91. Ground rent/storages/power supply/monitoring costs at port of discharge for Receiver'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	12 JUL 2017	SIGNED FOR THE CARRIER CMA CGM S.A. BY CMA CGM Peru S.A.C. as agents for the carrier CMA CGM S. A.
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SIGNED FOR THE SHIPPER
 *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED
 TRANSPORT BILL OF LADING



DRAFT BILL OF LADING

VOYAGE NUMBER
244WCN
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VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
CAP SAN TAINARO	CALLAO	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

**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"**

Shipped on Board CAP SAN TAINARO 12-JUL-2017 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 25200.000 4420 50.000
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

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SIGNED FOR THE SHIPPER			
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