

SHIPPER  
 AGRICOLA DON RICARDO S.A.C.  
 RUC: 20293718220  
 CASERIO SANTA ROSA A-77, SAN JOSE  
 DE LOS MOLINOS, ICA -PERU  
 CTC: FIORELLA BLENGERI \*

**DRAFT  
 BILL OF LADING**

VOYAGE NUMBER  
 OWCGMN1MA  
 BILL OF LADING NUMBER  
 LMM0443319

CONSIGNEE  
 GRAPEHUB B.V.  
 GALGEWEG 8, 2691 MG 'S-  
 GRAVENZANDE, THE NETHERLANDS  
 CTC: LOGISTICS@THEGRAPEHUB.EU  
 TLF: +31 (0) 17 482 0992

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify  
 KSL BV  
 AMERSGAT 17, 3151 ZJ HOEK VAN  
 HOLLAND, THE NETHERLANDS  
 CTC: ERIC VERNOOIJ -  
 PLANNING@KSLBV.NL\*\*

**CARRIER:** CMA CGM Société Anonyme au Capital de 234 988 330 Euros  
 Head Office: 4, quai d'Arenc - 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 JACQUES JOSEPH	CALLAO, PERU	ROTTERDAM, NETHERLANDS	

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
CGMU6520466 SEAL 003PL030995 SEAL C6888824 SEAL AGO517 SEAL CM111687	1 x 40RH	2300 BOXES	14350.000	4620	50.000
2300 BOXES WITH FRESH GRAPES IN 20 PALLETS (2300 CAJAS CON UVAS FRESCAS EN 20 PALLETS) P.A: 0806.10.00.00 HS CODE: 080610 TEMPERATURE : - 1 C VENTILATION: CLOSED HUMIDITY: OFF TERMOGRAPHS: MJHYN012DV / MJHYN026PV  SHIPPER* EMAIL: FBLENGERI@ADR.COM.PE TLF: 372-9300 PHONE: 971235826 NOTIFY*** TLF: +31 (0) 174820137					
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	27 DEC 2023	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

Table with 2 columns: Field Name, Value. Fields include VOYAGE NUMBER (0WCGMN1MA), BILL OF LADING NUMBER (LMM0443319).

Table with 4 columns: PRE CARRIAGE BY\*, PLACE OF RECEIPT\*, FREIGHT TO BE PAID AT, NUMBER OF ORIGINAL BILLS OF LADING. Includes VESSEL (CMA CGM JACQUES JOSEPH), PORT OF LOADING (CALLAO, PERU), PORT OF DISCHARGE (ROTTERDAM, NETHERLANDS).

Main table with 6 columns: MARKS AND NOS, NO AND KIND OF PACKAGES, DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER, GROSS WEIGHT CARGO, TARE, MEASUREMENT. Includes text: 'DUE TO SENSITIVENESS OF THE CARGO, THE CARRIER WILL NOT BE HELD RESPONSIBLE...', 'FREIGHT PREPAID', 'PREPAID CHARGES: SEALING SERVICE EXPORT: USD 20.00', 'Shipped on Board CMA CGM JACQUES JOSEPH 27-DEC-2023 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 14350.000 4620 50.000 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

Table with 2 columns: Clause Number, Clause Text. Includes clauses 366, 369, 372, 374, 375, 379.

Table with 2 columns: Field Name, Value. Fields include PLACE AND DATE OF ISSUE (LIMA, 27 DEC 2023), 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.