

SHIPPER
 SAFRESCO PERU S.A.
 RUC: 20136222725
 AV. EL DERBY N 055 TORRE1, PISO 7
 SANTIAGO DE SURCO - LIMA - PERU
 CONTACTO: CRISTIAN CERNA -
 SOLANGE SALDANA*

VOYAGE NUMBER
 OLIE5N1MA
 BILL OF LADING NUMBER
 LMM0457158

**DRAFT
 BILL OF LADING**

CONSIGNEE
 WILLIAM H. KOPKE JR. INC.
 99 SEAVIEW BLVD SUITE 320
 PORT WASHINGTON, NY 11050
 USA
 PAUL O BRIEN**

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify
 J & K FRESH EAST
 399 MARKET STREET, SUITE 220
 PHILADELPHIA, PA 19106 USA
 ATT. BILL FAGAN
 PHONE: 610-994-5060****

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros
 Head Office: 4, quai d'Arence - 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
		VIRGINIA BEACH, VA	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
AS ANNE	CALLAO, PERU	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
			KGS	KGS	CBM
CGMU5603988	1 x 40RA	1440 BOXES	25540.000	4610	50.000

SEAL 003PL032406
 SEAL CM171618
 SEAL C6945195
 SEAL AIW385
 SEAL H90416E
 SEAL 484890

1440 BOXES WITH FRESH MANDARINS PRIMOSOLE VARIETY
 (1440 CAJAS CON MANDARINA FRESCA VARIEDAD
 PRIMOSOLE)
 P.A: 0805.29.90.00
 THERMOREGISTERS:
 UF57002527 - UF57002506
 TEMPERATURE: 0C
 FREIGHT COLLECT

EN CASO DE REQUERIR EL ESTADO
 DE CERTIFICACION GLOBALG.A.P.
 CONSULTE EL ARCHIVO DE PACKING
 LIST PE-OPE-FO-093-ES
 *
 7307300
 **
 516-328-6800
 516-328-6874
 SHIPMENTS@KOPKEFRUIT.COM

Continued on Next Sheet Sheet 1 of 3
 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.
 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

contracts filed with the FMC
 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

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)

SIGNED FOR THE CARRIER CMA CGM SA



DRAFT
BILL OF LADING

Table with 2 columns: Field Name, Value. Fields include VOYAGE NUMBER (OLIE5N1MA), BILL OF LADING NUMBER (LMM0457158).

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, NO AND KIND OF PACKAGES, DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER, GROSS WEIGHT CARGO, TARE, MEASUREMENT. Units: KGS, KGS, CBM.

EMAIL: DOCS@JKFRESHEAST.COM
TOTAL PKGS 1440 PK
2ND NOTIFY: WILLIAM H. KOPKE JR. INC. 1000 NORTHERN BLVD SUITE 200 GREAT NECK, NY 11021 USA TLF: 516-328-6800 FAX: 516-328-6874

FREIGHT COLLECT

"DUE TO SENSITIVENESS OF THE CARGO, THE 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"

Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of 0 degrees Celsius

PREPAID CHARGES: EXPORT DOCUMENTATION FEE: USD 0.00
COLLECT CHARGES: BASIC FREIGHT: USD 3,236.00
BUNKER SURCHARGE NOS: USD 864.00
BUNKER RECOVERY ADJUSTMENT FAC: USD 432.00
EXPORT DECLARATION SURCHARGE: USD 32.00
EXPORT SERENITY CONTAINER GUAR: USD 25.00
IMPORT SERENITY CONTAINER GUAR: USD 25.00
SEALING SERVICE EXPORT: USD 20.00

Shipped on Board AS ANNE 10-APR-2024 CMA CGM Peru S.A.C. As agents for the Carrier

Summary row: Weight in Kgs Total: 1 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 3 25540.000 4610 50.000

ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

Table with 2 columns: Clause Number, Clause Text. Contains clauses 315, 366, 369, 372, 374, 375, 379 regarding cargo handling, liability, and local charges.



DRAFT BILL OF LADING

VOYAGE NUMBER
0LIE5N1MA
BILL OF LADING NUMBER
LMM0457158

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
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VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
AS ANNE	CALLAO, PERU	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

Continued From Previous Sheet Sheet 3 of 3
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

Carrier may determine.
 380. Merchant acknowledges that the average transit time is increased for Vessels sailing via the Cape of Good Hope and/or to allow transshipment of Containers destined for ports in the Red Sea area. The Merchant warrants that at the time of shipment the Goods are fit for carriage for the full period of Carriage and accepts the risk of damage to the Goods which may be caused by the prolonged transit time.